

NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ALLENTOWN, PA

LEHIGH VALLEY INTL ILS or LOC Rwy 13¹
VOR-A²

¹ILS, Categories A,B,C, 700-2; Category D, 700-2½. LOC, Category D, 800-2½.

²NA when local weather not available.

ALTOONA, PA

ALTOONA-BLAIR

COUNTY ILS or LOC Rwy 21¹
RNAV (GPS) Rwy 3²
RNAV (GPS) Y Rwy 21³
VOR-A⁴

¹ILS, Category D, 1100-3. LOC, Category D, 1100-3.

²Categories A,B, 900-2; Category C 900-2½;

Category D, 1200-3

³Category D, 1200-3.

⁴Categories A,B, 1000-2; Category C, 1000-2½; Category D, 1200-3.

BECKLEY, WV

RALEIGH COUNTY

MEMORIAL ILS or LOC Rwy 19¹²
RNAV (GPS) Rwy 1³
RNAV (GPS) Rwy 10¹³
RNAV (GPS) Rwy 19¹³
RNAV (GPS) Rwy 28¹⁴
VOR Rwy 10¹³
VOR Rwy 19¹³

¹NA when local weather not available.

²ILS, Categories A,B,C, 700-2; Category D, 700-2½. LOC, Category D, 800-2½.

³Category D, 800-2½.

⁴Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2½.

BLUEFIELD, WV

MERCER COUNTY . VOR/DME or GPS Rwy 23
VOR Rwy 23

NA when class E airspace not in effect.

NAME ALTERNATE MINIMUMS

BRADFORD, PA

BRADFORD RGNL VOR Rwy 14
Category C, 800-2½; Category D, 800-2½.

BUTLER, PA

BUTLER COUNTY/K.W. SCHOLTER

FIELD ILS or LOC Rwy 8
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 26

NA when local weather not available.

CHARLESTON, WV

YEAGER ILS or LOC Rwy 5¹
ILS or LOC Rwy 23²
VOR/DME RNAV or GPS Rwy 33³
VOR or GPS-A³

¹ILS, Categories A,B,C, 700-2.

²ILS, Categories A,B,C, 700-2; Category D, 700-2½. LOC, Category D, 800-2½.

³Category D, 800-2½.

CLARKSBURG, WV

NORTH CENTRAL

WEST VIRGINIA ILS or LOC Rwy 21¹²
RNAV (GPS) Rwy 3³⁵
RNAV (GPS) Rwy 21³⁵
VOR or GPS Rwy 3⁴⁵

¹NA when control tower closed.

²ILS, Categories A,B,C, 800-2; Category D, 900-2½. LOC, Category D, 900-2½.

³NA when local weather not available.

⁴NA when control tower is closed, except for operators with approved weather reporting service.

⁵Category D, 900-2½.

COATESVILLE, PA

CHESTER COUNTY

G O CARLSON ILS or LOC Rwy 29
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 29

NA when local weather not available.

NAME ALTERNATE MINIMUMS
DOYLESTOWN, PA
 DOYLESTOWN VOR Rwy 23
 Na when local weather not available.

DUBOIS, PA
 DUBOIS RGNL ILS or LOC Rwy 25
 RNAV (GPS) Rwy 7
 RNAV (GPS) Rwy 25
 Na when local weather not available.

ELKINS, WV
 ELKINS-RANDOLPH COUNTY JENNINGS-
 RANDOLPH FIELD LDA-C
 Categories A,B, 1200-2; Category C, 1400-3;
 Category D, 1500-3.

ERIE, PA
 ERIE INTL/TOM
 RIDGE FIELD ILS or LOC Rwy 6¹²
 ILS or LOC/DME Rwy 24¹²
 NDB Rwy 6²
 NDB Rwy 24²
 RNAV (GPS) Rwy 6
 RNAV (GPS) Rwy 24
 VOR Rwy 6
 VOR/DME Rwy 24
 Na when local weather not available.
¹ILS, 700-2.
²NA when control tower closed.

FRANKLIN, PA
 VENANGO RGNL ILS or LOC Rwy 21
 RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 21
 VOR Rwy 3
 VOR Rwy 21
 Na when local weather not available.

NAME ALTERNATE MINIMUMS
HARRISBURG, PA
 CAPITAL CITY ILS or LOC Rwy 8¹²
 RNAV (GPS) Rwy 8¹²
 RNAV (GPS) Rwy 26³⁴
¹Categories A, 1000-2; Category B, 1400-2;
 Categories C,D, 1400-3.
²NA when control tower closed.
³NA when local weather not available.
⁴Category A, 1200-2; Category B, 1400-2;
 Categories C, D, 1400-3.

HARRISBURG INTL ILS or LOC Rwy 13¹
 ILS or LOC Rwy 31²
 RNAV (GPS) Rwy 13³
 RNAV (GPS) Rwy 31⁴
 VOR Rwy 31³

¹Categories C,D, 700-2.
²ILS, 700-2.
³Categories A,B, 900-2; Category C, 900-2½;
 Category D, 900-2¾.
⁴Category C, 800-2¼; Category D, 800-2½.

HAZLETON, PA
 HAZLETON MUNI RNAV (GPS) Rwy 10
 Category D, 900-2¾.
 Na when local weather not available.

JOHNSTOWN, PA
 JOHN MURTHA JOHNSTOWN-CAMBRIA
 COUNTY ILS or LOC Rwy 33¹
 VOR Rwy 5²
 VOR Rwy 15³

¹ILS, Categories A,B,C, 800-2; Category D,
 800-2¾. ILS, LOC, NA when control tower
 closed.
²NA when local weather not available.
³Categories A,B, 900-2; Category C,
 900-2½; Category D, 900-2¾.

LANCASTER, PA
 LANCASTER ILS or LOC Rwy 8¹²³
 RNAV (GPS) Rwy 8⁴
 RNAV (GPS) Rwy 26²⁴
 VOR/DME Rwy 31²⁴
 VOR/DME Rwy 8⁴
 VOR/DME Rwy 26²⁴
 VOR Rwy 8⁵
 VOR Rwy 31⁴

¹NA when control tower closed.
²NA when local weather not available.
³ILS, Category D, 700-2¾. LOC, Category D,
 800-2¾.
⁴Category D, 800-2¾.
⁵Categories A,B, 1000-2; Categories C,D,
 1000-3.

NAME LATROBE, PA
 ARNOLD PALMER
 RGNL ILS or LOC Rwy 23¹²³
 RNAV (GPS) Rwy 5²
 RNAV (GPS) Rwy 23²
 NDB Rwy 23¹⁴

- ¹NA when control tower closed.
²NA when local weather not available.
³ILS, LOC, Categories A, B, 1200-2; Categories C, D, 1200-3.
⁴Categories A, B, 1100-2; Categories C, D, 1100-3.

LEWISBURG, WV
 GREENBRIER VALLEY ILS or LOC Rwy 4
 RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 22
 VOR Rwy 4
 VOR Rwy 22

- NA when local weather not available.
 Category C, 800-2¼; Category D, 1000-3.

MARTINSBURG, WV
 EASTERN WEST VIRGINIA RGNL/
 SHEPHERD FIELD ILS or LOC Rwy 26
 RNAV (GPS) Rwy 8
 RNAV (GPS) Rwy 26
 VOR-A

- NA when local weather not available.
 Category E, 1600-3.

MORGANTOWN, WV
 MORGANTOWN MUNI-WALTER L. BILL
 HART FIELD ILS or LOC Rwy 18¹²³
 RNAV (GPS) Y Rwy 18¹³
 RNAV (GPS) Z Rwy 18³⁴
 RNAV (GPS) Rwy 36¹³
 VOR-A³⁵

- ¹Category D, 900-2¼.
²NA when control tower closed.
³NA when local weather not available.
⁴Category C, 800-2¼; Category D, 900-2¼.
⁵Categories A, B, 1500-2; Categories C, D, 1500-3.

MOUNT POCONO, PA
 POCONO MOUNTAINS
 MUNI RNAV (GPS) Rwy 5
 RNAV (GPS) Rwy 13
 RNAV (GPS) Rwy 31

- NA when local weather not available.

NAME MUIR AAF (KMUI)
 FORT INDIANTOWN
 GAP, PA NDB-A
 RNAV (GPS) -B
 COPTER NDB Y-289
 COPTER NDB Z-289
 COPTER RNAV (GPS) Rwy 25

- NA when control tower closed.

PARKERSBURG, WV
 MID-OHIO VALLEY
 AIRPORT ILS or LOC Rwy 3¹²
 RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 21
 VOR Rwy 21

- NA when local weather not available.
¹NA when control tower is closed.
²Category D, 700-2.

PHILADELPHIA, PA
 NORTHEAST
 PHILADELPHIA ILS or LOC Rwy 24¹²
 LOC BC Rwy 6¹²
 RNAV (GPS) Rwy 6²
 RNAV (GPS) Rwy 15²
 RNAV (GPS) Rwy 24²
 RNAV (GPS) Rwy 33²
 VOR Rwy 6¹²
 VOR Rwy 24¹²

- ¹NA when control tower closed.
²NA when local weather not available.

PHILADELPHIA INTL ILS PRM Rwy 26¹
 ILS PRM Rwy 27L²
 ILS or LOC Rwy 9L³
 ILS Rwy 9R⁴
 ILS or LOC Rwy 17³
 ILS Rwy 26⁵
 ILS or LOC Rwy 27L⁶
 ILS or LOC/DME Rwy 27R⁷
 RNAV (GPS) Rwy 27R⁸

- ¹ILS, Categories A, B, C, 700-2. LOC, NA.
²ILS, 700-2. LOC, NA.
³ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
⁴ILS, Categories A, B, C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
⁵ILS, Categories A, B, C, 700-2.
⁶ILS, 700-2.
⁷ILS, Categories B, C, D, 700-2.
⁸Category D, 800-2¼.

RADAR INSTRUMENT APPROACH MINIMUMS

HUNTINGTON, WV

Amdt. 6, DEC 20, 2007 (FAA)

ELEV 828

TRI STATE/MILTON J. FERGUSON FIELD

RADAR-1 119.75 270.1 ▽

| | | | DA/ HATh/ | HAA | CEIL-VIS | CAT | DA/ HATh/ | HAA | CEIL-VIS |
|-----|-----|------------|--------------|---------|--------------|-----|--------------|--------------|----------|
| ASR | RWY | GS/TCH/RPI | CAT | MDA-VIS | | | CAT | MDA-VIS | |
| | 21 | | AB | 1260-1 | 432 (500-1) | C | 1260-1¼ | 432 (500-1¼) | |
| | | | D | 1260-1½ | 432 (500-1½) | | | | |
| | 3 | | AB | 1240-1 | 412 (500-1) | CD | 1240-1¼ | 412 (500-1¼) | |
| | 12 | | AB | 1340/24 | 512 (600-½) | C | 1340/50 | 512 (600-1) | |
| | | | D | 1340/60 | 512 (600-1¼) | | | | |
| | 30 | | AB | 1300-1 | 472 (500-1) | C | 1300-1¼ | 472 (500-1¼) | |
| | | | D | 1300-1½ | 472 (500-1½) | | | | |
| CIR | | | AB | 1340-1 | 512 (600-1) | C | 1340-1½ | 512 (600-1½) | |
| | | | D | 1420-2 | 592 (600-2) | | | | |

When VGSI inop, straight-in/circling Rwy 3 NA at night.

WILLOW GROVE NAS JRB (KNXX), PA (09183 USN)

ELEV 358

RADAR⁹- (E) 128.675 134.875 266.8x 299.6x 314.8x 325.2x ▽

| | | | DH/ HATH/ | HAA | CEIL-VIS |
|------------|------------------|--------------|--------------|---------|--------------|
| PAR | RWY | GS/TCH/RPI | CAT | MDA-VIS | |
| | 15 ¹⁷ | 3.25°/60/893 | ABCDE | 524-½ | 200 (200-½) |
| | 33 ² | 3.0°/45/919 | AB | 558-½ | 200 (200-½) |
| | | | CDE | 558-¾ | 200 (200-¾) |
| PAR | | | | | |
| W/O GS | 15 ³⁸ | | ABCD | 720-¾ | 396 (400-¾) |
| | | | E | 720-1 | 396 (400-1) |
| | 33 ⁴ | | ABCDE | 640-1 | 282 (300-1) |
| ASR | 33 ⁵ | | ABC | 720-¾ | 362 (400-¾) |
| | | | DE | 720-1 | 362 (400-1) |
| | 15 ⁶⁸ | | ABC | 800-¾ | 476 (500-¾) |
| | | | D | 800-1 | 476 (500-1) |
| | | | E | 800-1¼ | 476 (500-1¼) |
| CIR ASR | All Rwy | | A | 800-1 | 442 (500-1) |
| | | | B | 960-1 | 602 (700-1) |
| | | | C | 960-1¾ | 602 (700-1¾) |
| | | | D | 960-2 | 602 (700-2) |
| | | | E | 960-2¼ | 602 (700-2¼) |
| CIR | | | | | |
| PAR W/O GS | All Rwy | | A | 800-1¼ | 442 (500-1¼) |
| | | | B | 960-1¼ | 602 (700-1¼) |
| | | | C | 960-1¾ | 602 (700-1¾) |
| | | | D | 960-2 | 602 (700-2) |
| | | | E | 960-2¼ | 602 (700-2¼) |

¹When ALS inop, increase vis CAT ABCDE to ¾ mile. ²When ALS inop, increase vis CAT AB to ¾ mile. ³When ALS inop, increase vis CAT ABCD to 1¼ miles, CAT E to 1½ miles. ⁴When ALS inop, increase vis CAT ABCDE to 1¼ miles. ⁵When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. ⁶When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. ⁷GS exceeds DoD std. ⁸34:1 visual area penetrated. ⁹No-NOTAM preventive maint Mon 1300-2100Z++. Wx rqr ceiling-vis 3000-5.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ALLENTOWN, PA

ALLENTOWN QUEEN CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 7**, 800-2 or std. with a min. climb of 280' per NM to 1600. **Rwy 15**, not authorized.

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 2200 before proceeding on course. **Rwy 25**, climbing right turn to assigned altitude direct ETX VOR/DME. **Rwy 33**, climbing left turn to assigned altitude direct ETX VOR/DME.

LEHIGH VALLEY INTL

TAKE-OFF MINIMUMS: **Rwy 13**, 800-1 or std. with a min. climb of 270' per NM to 1600'.

DEPARTURE PROCEDURE: **Rwy 13**, climb runway heading to 1600 before proceeding on course. **Rwy 24**, climb runway heading to 1600 before proceeding southbound on course.

NAME TAKE-OFF MINIMUMS

ALTOONA, PA

ALTOONA-BLAIR COUNTY

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1 or std. with a min. climb of 260' per NM to 1700. **Rwy 12**, NA-Obstacles. **Rwy 21**, std. with a min. climb of 350' per NM to 3200 or 1400-3 for climb in visual conditions. **Rwy 30**, std. with a min. climb of 225' per NM to 3800 or 1400-3 for climb in visual conditions. NOTE: Climb in visual conditions not authorized at night.

DEPARTURE PROCEDURE: **Rwy 3**, climb direct AOO VOR, then via AOO R-026 to 2800' before proceeding on course. **Rwy 21**, climb via heading 203° and AOO R-206 to 3200 before proceeding on course. For climb in visual conditions, cross Altoona-Blair County Airport at or above 2900 before proceeding on course. **Rwy 30**, climb via heading 295° to 3800 before proceeding on course. For climb in visual conditions, cross Altoona-Blair County Airport at or above 2900 before proceeding on course.

NOTE: **Rwy 3**, numerous trees 1537' from departure end of runway, 904' left of centerline, 100' AGL/1554' MSL. Numerous trees 5759' from departure end of runway, 1600' right of centerline, 100' AGL/1642' MSL. **Rwy 21**, multiple trees 2541' from departure end of runway, 369' left of centerline, 100' AGL/1583' MSL. Multiple trees 1080' from departure end of runway, 511' right of centerline, 100' AGL/1550' MSL.

**BEAVER FALLS, PA**

BEAVER COUNTY

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.**BECKLEY, WV**

RALEIGH COUNTY MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 10**, 400-1 or std. with a min. climb of 350' per NM to 4000. **Rwy 19**, 400-1 or std. with a min. climb of 250' per NM to 4000. **Rwy 28**, 300-1 or std. with a min. climb of 250' per NM to 4000.

DEPARTURE PROCEDURE: **Rwy 1**, climb to 5000 via 350° heading before proceeding on course. **Rwy 10**, immediate climbing left turn to 5000 via 350° heading before proceeding on course. **Rwy 19**, climb to 4000 via 240° heading then climbing right turn to 5000 via 330° before proceeding on course. **Rwy 28**, climbing right turn to 5000 via 320° heading before proceeding on course.

NOTE: **Rwy 10**, 90' AGL trees 1350' from departure end of runway, on runway centerline. 312' AGL trees and terrain 5595' from departure end of runway, 1805' right of runway centerline. **Rwy 19**, 60' AGL obstacle light on vortac building 550' from departure end of runway, 749' left of runway centerline. **Rwy 28**, 215' AGL tower 6406' from departure end of runway, 2123' left of centerline.

BEDFORD, PA

BEDFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 14**, 1500-3 or std. with a min. climb gradient of 530' per NM to 2100. **Rwy 32**, 1500-3 or std. with a min. climb gradient of 300' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 14**, climb to 4000 before turning on course. **Rwy 32**, climb to 4100 before turning on course.

BELLEFONTE, PA

BELLEFONTE

TAKE-OFF MINIMUMS: **Rwys 7, 25** 1000-2.

DEPARTURE PROCEDURE: **Rwy 7**, climb to 2600 on heading 075° before proceeding on course.

Rwy 25, climb to 2600 on heading 235° before proceeding on course.

BERKELEY SPRINGS, WV

POTOMAC AIRPARK

TAKE-OFF MINIMUMS: **Rwys 11, 29**, 1900-2 or std. with a min. climb of 400' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 11**, climb to 4000 via heading 095° and HGR R-275 to HGR VOR before proceeding on course. **Rwy 29**, climb to 1500 then climbing left turn to 5000 via heading 267° and GRV R-092 before proceeding on course.

BLOOMSBURG, PA

BLOOMSBURG MUNI

TAKE-OFF MINIMUMS: **Rwy 8**, 700-1. **Rwy 26**, 1100-1.

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1800, before proceeding on course.

BLUEFIELD, WV

MERCER COUNTY (BLF)

AMDT 4 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, 400-2½ or std. with a min. climb of 238' per NM to 3300.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 3900 before turning south. **Rwy 23**, climbing right turn via BLF R-270 to 4500 before proceeding on course.

NOTE: **Rwy 5**, trees beginning 14' from departure end of runway, 370' left of centerline, up to 100' AGL/2939' MSL. Trees beginning 15' from departure end of runway, 391' right of centerline, up to 100' AGL/2959' MSL. **Rwy 23**, trees beginning at departure end of runway, 258' left of centerline, up to 100' AGL/2939' MSL. Trees beginning 140' from departure end of runway, 74' right of centerline, up to 100' AGL/3159' MSL.

BRADFORD, PA

BRADFORD RGNL

NOTE: **Rwy 5**, fence 448' from departure end of runway, 305' left of centerline, 19' AGL/2158' MSL. Fence 462' from departure end of runway, 299' right of centerline, 19' AGL/2158' MSL. Trees beginning 234' from departure end of runway, 70' left of centerline, up to 75' AGL/2242' MSL. Trees beginning 67' from departure end of runway, 227' right of centerline, up to 87' AGL/2226' MSL. **Rwy 14**, trees beginning 26' from departure end of runway, 263' left of centerline, up to 16' AGL/2115' MSL. Tree 2427' from departure end of runway, 918' right of centerline, 79' AGL/2198' MSL. **Rwy 23**, trees beginning 53' from departure end of runway, 145' left of centerline, up to 82' AGL/2240' MSL. Trees beginning 272' from departure end of runway, 220' right of centerline, up to 86' AGL/2225' MSL. **Rwy 32**, trees beginning 1018' from departure end of runway, 399' left of centerline, up to 102' AGL/2169' MSL. Trees beginning 138' from departure end of runway, 292' right of centerline, up to 86' AGL/2205' MSL.

BUCKHANNON, WV

UPSHUR COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 29**, 400-1½ or std. with a min. climb of 420' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 11**, climb via heading 105° to 2300 before proceeding on course.

NOTE: **Rwy 11**, trees 798' from departure end of runway, 179' right of centerline, 100' AGL/1679' MSL. Trees 2665' from departure end of runway, 842' left of centerline, 100' AGL/1719' MSL. Trees 4799' from departure end of runway, 1724' right of centerline, 100' AGL/1779' MSL. **Rwy 29**, trees 1 NM from departure end of runway, 565' right of centerline, 100' AGL/1959' MSL.

BUTLER, PA

BUTLER COUNTY/K.W. SCHOLTER FIELD

TAKE-OFF MINIMUMS: **Rwys 8, 26**, 300-1.**CARLISLE, PA**

CARLISLE

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1.

DEPARTURE PROCEDURE: **Rwys 10, 28**, climb straight ahead to 1000' before turning on course.



**CHAMBERSBURG, PA****FRANKLIN COUNTY RGNL**

TAKE-OFF MINIMUMS: **Rwy 24**, 700-1 or std. with a min. climb of 220' per NM to 1400.

DEPARTURE PROCEDURE: **Rwys 6, 24**, climbing left turn to 4000 outbound via HGR VOR R-037 before proceeding on course.

CHARLESTON, WV**YEAGER (CRW)****AMDT 7 08045 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 5**, 300-2½ or std. w/ min. climb of 228' per NM to 1400. **Rwy 15**, std. w/ min. climb of 443' per NM to 1400 or 1000-2½ for climb in visual conditions. **Rwy 23**, 200-1 or std. w/ min. climb of 399' per NM to 1300. **Rwy 33**, 300-1¼ or std. w/ min. climb of 381' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 15**, for climb in visual conditions: cross Yeager Airport at or above 1800' MSL before proceeding on course. **Rwy 23**, climb heading 233° to 1400 before turning left.

NOTE: **Rwy 5**, multiple trees beginning 51' from departure end of runway, 59' left of centerline, up to 43' AGL/922' MSL. Multiple trees beginning 58' from departure end of runway, 251' right of centerline, up to 103' AGL/1062' MSL. Trees 1.9 NM from departure end of runway, 1203' left of centerline, 58' AGL/1217' MSL. Tower 2 NM from departure end of runway, 2761' left of centerline, 184' AGL/1235' MSL. **Rwy 15**, Bush and multiple trees beginning 44' from departure end of runway, 207' left of centerline, up to 93' AGL/1132' MSL. **Rwy 23**, Obstruction light on pole 4072' from departure end of runway, 875' left of centerline, 30' AGL/1150' MSL. **Rwy 33**, multiple trees beginning 44' from departure end of runway, 235' left of centerline, up to 92' AGL/951' MSL. Multiple trees beginning 25' from departure end of runway, 120' right of centerline, up to 37' AGL/1016' MSL. Dome 1.1 NM from departure end of runway, 570' right of centerline, 91' AGL/1266' MSL. Trees 1.4 NM from departure end of runway, 1212' right of centerline, 81' AGL/1280' MSL.

CLARION, PA**CLARION COUNTY**

TAKE-OFF MINIMUMS: **Rwy 24**, 200-1½ or std. w/ min. climb of 211' per NM to 1700.

NOTE: **Rwy 6**, multiple trees beginning 697' from departure end of runway, 311' left of centerline, up to 100' AGL/1519' MSL. Multiple trees beginning 1006' from departure end of runway, 47' right of centerline, up to 100' AGL/1529' MSL. Building 2942' from departure end of runway, 964' right of centerline, 60' AGL/1539' MSL. **Rwy 24**, multiple trees beginning 792' from departure end of runway, 27' left of centerline, up to 100' AGL/1539' MSL. Multiple trees beginning 806' from departure end of runway, 147' right of centerline, up to 100' AGL/1539' MSL. Tree 1.1 NM from departure end of runway, 2010' right of centerline, 100' AGL/1619' MSL.

CLARKSBURG, WV**NORTH CENTRAL WEST VIRGINIA (CKB)****AMDT 5 09295 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 3**, 300-2 or std. w/ a min. climb of 416' per NM to 1600. **Rwy 21**, 400-2½ or std. w/ min. climb of 467' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 031° to 2000 before proceeding on course. **Rwy 21**, climb heading 211° to 1800 before proceeding on course.

NOTE: **Rwy 3**, fence 3675' from DER, 754' right of centerline, 10' AGL/1316' MSL. Terrain and trees beginning 3728' from DER, 716' right of centerline, up to 97' AGL/1436' MSL. Trees beginning 5700' from DER, 1450' left of centerline, up to 101' AGL/1440' MSL. Terrain and trees beginning 6774' from DER, 1612' right of centerline, up to 99' AGL/1458' MSL. Terrain and trees beginning 7093' from DER, left and right of centerline, up to 62' AGL/1441' MSL. Fence 7738' from DER, 58' left of centerline, 10' AGL/1419' MSL. **Rwy 21**, trees 4514' from DER, 1113' right of centerline, 100' AGL/1449' MSL. Trees beginning 6' from DER, 307' right of centerline, up to 100' AGL/1279' MSL. Bushes and trees beginning 11' from DER, 258' left of centerline, up to 77' AGL/1226' MSL. Trees beginning 3199' from DER, 657' right of centerline, up to 100' AGL/1499' MSL. Trees beginning 5512' from DER, 576' left of centerline, up to 93' AGL/1512' MSL. Trees beginning 2.1 miles from DER, 2069' right of centerline, up to 117' AGL/1496' MSL.

CLEARFIELD, PA**CLEARFIELD-LAWRENCE**

TAKE-OFF MINIMUMS: **Rwy 12**, 600-2 or std. with a min. climb of 240' per NM to 2200'. **Rwy 30**, 1500-3 or std. with a min. climb of 340' per NM to 3300.

NOTE: **Rwy 12**, cross departure end of runway at or above 35' AGL/1548' MSL. **Rwy 30**, cross departure end of runway at or above 35' AGL/1550' MSL.

COATESVILLE, PA**CHESTER COUNTY G. O. CARLSON (MQS)****ORIG 08213 (FAA)**

NOTE: **Rwy 11**, tree 342' from departure end of runway, 592' right of centerline, 90' AGL/680' MSL. Trees beginning 1135' from departure end of runway, 549' left of centerline, up to 87' AGL/696' MSL. **Rwy 29**, tree 281' from departure end of runway, 325' left of centerline, 7' AGL/646' MSL. Obstruction light on poles beginning 418' from departure end of runway, 308' right of centerline, up to 40' AGL/690' MSL. Antenna on buildings beginning 506' from departure end of runway, 208' right of centerline, up to 23' AGL/692' MSL. Trees beginning 1048' from departure end of runway, 277' right of centerline, up to 62' AGL/731' MSL. Multiple poles beginning 1723' from departure end of runway, 238' right of centerline, up to 34' AGL/703' MSL.



**COLLEGEVILLE, PA**

PERKIOMEN VALLEY (N10)

ORIG 07354 (FAA)

NOTE: **Rwy 9**, multiple trees beginning 386' from departure end of runway, 91' right of centerline, up to 100' AGL/369' MSL. Multiple trees beginning 923' from departure end of runway, 342' left of centerline, up to 100' AGL/369' MSL. Powerlines 4412' from departure end of runway, 98' left of centerline, up to 150' AGL/400' MSL.

Rwy 27, multiple trees beginning 104' from departure end of runway, 45' right of centerline, up to 100' AGL/329' MSL. Multiple trees beginning 212' from departure end of runway, 42' left of centerline, up to 100' AGL/317' MSL.

CONNELLVILLE, PA

JOSEPH A. HARDY CONNELLVILLE

TAKE-OFF MINIMUMS: **Rwy 14**, 1100-2. Night NA.DEPARTURE PROCEDURE: **Rwys 5, 23, 32**, climb runway heading to 3000 before proceeding on course.

Rwy 14, climbing left turn as soon as practicable after take-off to 4000 via IHD R-273 before proceeding on course.

CORRY, PA

CORRY-LAWRENCE (8G2)

ORIG 09127 (FAA)

NOTE: **Rwy 14**, trees 359' from DER, 294' right of centerline, 100' AGL/1859' MSL. Barn 1162' from DER, 503' left of centerline, 50' AGL/1809' MSL. **Rwy 32**, trees 210' from DER, 288' left of centerline, 100' AGL/1789' MSL. Trees 219' from DER, 253' right of centerline, 100' AGL/1799' MSL. Building 326' from DER, 65' right of centerline, 50' AGL/1749' MSL.

DOYLESTOWN, PA

DOYLESTOWN

NOTE: **Rwy 5**, terrain and trees 246' from departure end of runway, 457' right of centerline, 60' AGL/460' MSL.

Rwy 23, terrain and tree 1498' from departure end of runway, 764' left of centerline, 100' AGL/460' MSL; terrain and trees 2701' from departure end of runway, 44' left of centerline, 100' AGL/480' MSL.

DUBOIS, PA

DUBOIS RGNL (DUJ)

AMDT 1 08101 (FAA)

NOTE: **Rwy 7**, wind sock 31' from departure end of runway, 452' left of centerline, 29' AGL/1833' MSL. Tree 1608' from departure end of runway, 700' right of centerline, up to 100' AGL/1859' MSL. **Rwy 25**, antenna and trees 170' from departure end of runway, 261' left of centerline, up to 75' AGL/1855' MSL. Trees 283' from departure end of runway, 419' right of centerline, up to 69' AGL/1849' MSL.

EAST STROUDSBURG, PA

STROUDSBOURG-POCONO

TAKE-OFF MINIMUMS: **Rwys 8, 26**, 700-1.

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb visually to 1180 within 2 miles of airport before proceeding as cleared.

EASTON, PA

BRADEN AIRPARK

TAKE-OFF MINIMUMS: **Rwy 18**, 600-1. **Rwy 36**, 400-1.

DEPARTURE PROCEDURE: IFR Departure authorized **Rwys 18, 36** only.

EBENSBURG, PA

EBENSBURG (9G8)

AMDT 2 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1½ or std. w/ min. climb of 350' per NM to 2500.

NOTE: **Rwy 25**, numerous trees beginning 632' from DER, 245' left of centerline, up to 100' AGL/2179' MSL. Numerous trees beginning 759' from DER, 477' right of centerline, up to 100' AGL/2159' MSL. **Rwy 7**, numerous trees beginning 245' from DER, 476' right of centerline, up to 100' AGL/2279' MSL. Numerous trees beginning 696' from DER, 273' left of centerline, up to 100' AGL/2389' MSL. Stack 1.1 NM from DER, 1571' right of centerline, 192' AGL/2352' MSL. Tower 1.17 NM from DER, 1529' right of centerline, 198' AGL/2348' MSL. Vehicle on highway, 487' from DER, 180' right of centerline, 19' AGL/2138' MSL.

ELKINS, WV

ELKINS-RANDOLPH COUNTY-JENNINGS

RANDOLPH FIELD

TAKE-OFF MINIMUMS: **Rwys 5, 14, 32**, NA-obstacles.

Rwy 23, 1800-2 or std. with a min. climb of 360' per NM to 4300.

DEPARTURE PROCEDURE: **Rwy 23**, climb via heading 200° to 5000 then climbing right turn to 6000 direct to EKN VORTAC then EKN R-346, expect radar vectors.

NOTE: **Rwy 23**, OL and trees 788' from departure end of runway, 206' left of centerline, 85' AGL/2059' MSL.

Trees 10,130' from departure end of runway, 700' left of centerline, 105' AGL/2331' MSL.

ERIE, PA

ERIE INTL/TOM RIDGE FIELD (ERI)

AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1¼ or std. w/ min. climb of 314' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 018° to 1300 before turning right. **Rwy 6**, climb heading 062° to 1900 before turning right. **Rwy 20**, climb heading 198° to 1700 before turning left. **Rwy 24**, climb heading 242° to 1400 before turning left.

NOTE: **Rwy 2**, vehicles on road and trees beginning 30' from DER, 80' left of centerline, up to 64' AGL/796' MSL. Fence and trees beginning 73' from DER, 10' right of centerline, up to 76' AGL/805' MSL. **Rwy 6**, vehicles on road and trees beginning 384' from DER, 291' left of centerline, up to 96' AGL/815' MSL. Vehicles on road, fence, and trees beginning 8' from DER, 366' right of centerline, up to 91' AGL/820' MSL. **Rwy 20**, railroad, building, poles and trees beginning 115' from DER, 2' left of centerline, up to 76' AGL/845' MSL. Trees beginning 378' from DER, 19' right of centerline, up to 80' AGL/859' MSL. Trees 1.0 NM from DER, 704' right of centerline, 133' AGL/982' MSL. **Rwy 24**, railroad, pole, and trees beginning 11' from DER, 325' left of centerline, up to 80' AGL/819' MSL. Rod on building, antenna, and trees beginning 151' from DER, 250' right of centerline, up to 87' AGL/826' MSL.



**FACTORYVILLE, PA**

SEAMANS FIELD (9N3)

AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 400-2½ or std. w/ min. climb of 221' per NM to 1700.DEPARTURE PROCEDURE: **Rwy 4**, climb heading 036° to 1700 before proceeding on course. **Rwy 22**, climb heading 216° to 2900 before proceeding on course.NOTE: **Rwy 4**, trees beginning 1134' from departure end of runway, 720' right of centerline, up to 65' AGL/1264' MSL. Trees beginning 1.82 NM from departure end of runway, 774' left of centerline, up to 100' AGL/1499' MSL.**FAIRMONT, WV**

FAIRMONT MUNI-FRANKMAN FIELD

TAKE-OFF MINIMUMS: **Rwy 5**, 500-2 or 300-1 w/ min. climb of 375' per NM to 1800. **Rwy 23**, 500-3 w/ min. climb of 265' per NM to 1700 or 1200-3 for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 5**, climb heading 045° to 1800 before proceeding on course. **Rwy 23**, climb heading 225° to 1700 before proceeding on course or for climb in visual conditions: Cross Fairmont Muni-Frankman Field Airport at or above 2200 MSL before proceeding on course.NOTE: **Rwy 5**, tree 1739' from departure end of runway, 832' right of centerline, 99' AGL/1166' MSL. Multiple trees and towers beginning 27' from departure end of runway, 99' right of centerline, up to 217' AGL/1475' MSL. Trees 1282' from departure end of runway, 620' left of centerline, 78' AGL/1057' MSL. **Rwy 23**, multiple trees beginning 692' from departure end of runway, 100' right of centerline, up to 100' AGL/1499' MSL. Road, multiple trees and AAO beginning 880' from departure end of runway, 704' left of centerline, up to 200' AGL/1439' MSL.**FRANKLIN, PA**

VENANGO RGNL

DEPARTURE PROCEDURE: **Rwy 3**, climb via heading 027° to 2000 before proceeding on course. **Rwy 12**, climb via heading 116° to 2000 before proceeding on course. **Rwy 21**, climb via heading 207° to 2000 before proceeding on course. **Rwy 30**, climb via heading 296° to 2000 before proceeding on course.NOTES: **Rwy 3**, tree 638' from departure end of runway, 528' right of centerline, 34' AGL/1553' MSL. Tree 2547' from departure end of runway, 697' right of centerline, 78' AGL/1597' MSL. **Rwy 12**, tank 1027' from departure end of runway, 660' left of centerline, 92' AGL/1612' MSL. Tree 1123' from departure end of runway, 504' left of centerline, 81' AGL/1600' MSL. Tree 800' from departure end of runway, 369' right of centerline, 71' AGL/1571' MSL. **Rwy 21**, multiple trees beginning 573' from departure end of runway, 191' to 679' right of centerline, up to 81' AGL/1599' MSL. Multiple trees beginning 264' from departure end of runway, 326' to 749' left of centerline, up to 68' AGL/1597' MSL. Sign 2474' from departure end of runway, 30' right of centerline, 94' AGL/1606' MSL. **Rwy 21**, pole 1295' from departure end of runway, 530' left of centerline, 47' AGL/1567' MSL.**GROVE CITY, PA**

GROVE CITY (29D)

AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1½ or std. w/ min. climb of 265' per NM to 1600. **Rwy 28**, 300-1 or std. w/ min. climb of 416' per NM to 1600.NOTES: **Rwy 10**, Multiple trees beginning 264' from departure end of runway, 43' left of centerline, up to 79' AGL/1388' MSL. Multiple buildings beginning 136' from departure end of runway, 490' right of centerline, up to 30' AGL/1332' MSL. Interchange 903' from departure end of runway, 707' right of centerline, up to 59' AGL/1348' MSL. Landfill 1.2 NM from departure end of runway, 702' right of centerline, 140' AGL/1476' MSL. **Rwy 28**, Multiple trees beginning 331' from departure end of runway, 71' right of centerline, up to 100' AGL/1509' MSL. Multiple trees beginning 666' from departure end of runway, 375' left of centerline, up to 100' AGL/1509' MSL. Multiple powerlines beginning 381' from departure end of runway, 2' left of centerline, up to 60' AGL/1469' MSL. Multiple powerlines beginning 1782' from departure end of runway, 48' right of centerline, up to 60' AGL/1449' MSL.**HARRISBURG, PA**

CAPITAL CITY

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1 or std. with a min. climb of 275' per NM to 700. **Rwy 12**, 800-1 or std. with a min. climb of 380' per NM to 1400. **Rwy 26**, 400-1 or std. with a min. climb of 300' per NM to 800. **Rwy 30**, 300-1 or std. with a min. climb of 460' per NM to 700.DEPARTURE PROCEDURE: **Rwy 8**, climb via heading 082° to 1100 before proceeding on course. **Rwy 12**, climb via heading 128° to 1400 before proceeding on course. **Rwy 26**, climb via heading 262° to 1400 before proceeding on course. **Rwy 30**, climb via heading 308° to 1500 before proceeding on course.NOTE: **Rwy 8**, tree 8315' from departure end of runway, 945' left of centerline, 90' AGL/598' MSL. Tree 8306' from departure end of runway, 946' left of centerline, 90' AGL/594' MSL. **Rwy 12**, flagpole 1559' from departure end of runway, 689' left of centerline, 72' AGL/452' MSL. Numerous trees 930' from departure end of runway, left and right of centerline, 90' AGL/435' MSL. **Rwy 26**, numerous trees 8230' from departure end of runway, left and right of centerline, 90' AGL/690' MSL. **Rwy 30**, tree 5546' from departure end of runway, on centerline, 90' AGL/580' MSL. Numerous trees 4005' from departure end of runway, left and right of centerline, 90' AGL/555' MSL. Tree 297' from departure end of runway, 540' left of centerline, 90' AGL/404' MSL. Tree 3136' from departure end of runway, 1283' left of centerline, 90' AGL/541' MSL.

**HARRISBURG, PA (CON'T)****HARRISBURG INTL**

TAKE-OFF MINIMUMS: **Rwy 13**, 300-2¼ or std. w/ min. climb of 230' per NM to 700, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 13**, climb heading 128° to 1000 before proceeding on course. **Rwy 31**, climb heading 308° to 1500 before proceeding on course.

NOTE: **Rwy 13**, trees and antennas beginning 1468' from departure end of runway, 460' left of centerline, up to 160' AGL/598' MSL. Trees and buildings beginning 1.4 NM from departure end of runway, 157' right of centerline, up to 57' AGL/576' MSL. **Rwy 31**, antennas beginning 435' from departure end of runway, 247' right of centerline, up to 61' AGL/371' MSL. Trees and antennas beginning 56' from departure end of runway, left of centerline, up to 13' AGL/323' MSL.

HAZLETON, PA**HAZLETON MUNI**

TAKE-OFF MINIMUMS: **Rwys 10,28**, 300-1.

DEPARTURE PROCEDURE: **Rwys 10,28** climb runway heading 2200 before turning on course.

HONESDALE, PA**CHERRY RIDGE**

TAKE-OFF MINIMUMS: **Rwy 36**, 500-2 or std. with a min. climb of 390' per NM to 1900.

NOTES: **Rwy 36**, terrain and trees 5673' from departure end of runway, 1967' left of centerline, 100' AGL/1619' MSL; terrain and trees 1.1 NM from departure end of runway, 2205' left of centerline, 100' AGL/1639' MSL; terrain and trees 1.9 NM from departure end of runway, 810' right of centerline, 100' AGL/1759' MSL.

HUNTINGTON, WV**TRI-STATE/MILTON J. FERGUSON FIELD (HTS)****ORIG 07354 (FAA)**

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 024° to 1500 before turning right. **Rwy 30**, climb heading 313° to 1800 before turning left.

NOTE: **Rwy 3**, multiple trees beginning 245' from departure end of runway, 243' right of centerline, up to 49' AGL/848' MSL. Tree 374' from departure end of runway, 335' left of centerline, 68' AGL/847' MSL. Tree 1042' from departure end of runway, 501' right of centerline, 113' AGL/882' MSL. Tree 3964' from departure end of runway, 32' left of centerline, 68' AGL/967' MSL. **Rwy 12**, tree 70' from departure end of runway, 393' left of centerline, 29' AGL/848' MSL. **Rwy 21**, multiple trees beginning 24' from departure end of runway, 45' left of centerline up to 17' AGL/856' MSL. Tree 645' from departure end of runway, 308' right of centerline, 27' AGL/846' MSL. Tree 3591' from departure end of runway, 580' left of centerline 47' AGL/926' MSL. **Rwy 30**, multiple trees beginning 1595' from departure end of runway, 427' left of centerline, up to 79' AGL/878' MSL. Multiple trees beginning 2238' from departure end of runway, 805' right of centerline up to 54' AGL/913' MSL. Tree 3727' from departure end of runway, 243' left of centerline, 49' AGL/928' MSL.

INDIANA, PA**INDIANA COUNTY-JIMMY STEWART FIELD**

TAKE-OFF MINIMUMS: **Rwy 10**, 600-1. **Rwy 28**, 300-1. DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 2300 before proceeding on course.

JOHNSTOWN, PA**JOHN MURTHA JOHNSTOWN-CAMBRIA CO (JST)****AMDT 4 08269 (FAA)**

NOTE: **Rwy 5**, trees beginning 326' from departure end of runway, 342' right of centerline, up to 100' AGL/2358' MSL. Trees beginning 887' from departure end of runway, 384' left of centerline, up to 100' AGL/2341' MSL. **Rwy 23**, trees beginning 215' from departure end of runway, 227' right of centerline, up to 100' AGL/2339' MSL. Trees beginning 431' from departure end of runway, 250' left of centerline, up to 100' AGL/2379' MSL. **Rwy 33**, trees beginning 359' from departure end of runway, 318' right of centerline, up to 100' AGL/2409' MSL.

KUTZTOWN, PA**KUTZTOWN**

TAKE-OFF MINIMUMS: **Rwys 10,28**, NA. **Rwy 35**, 300-1 or std. with a min. climb of 320' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn direct ETX VOR/DME, cross at or above 3000.

LANCASTER, PA**LANCASTER**

NOTES: **Rwy 8**, trees 1010' from departure end of runway, 666' left of centerline, 43' AGL/422' MSL. Bush 53' from departure end of runway, 311' right of centerline, 5' AGL/384' MSL. Road and vehicles 201' from departure end of runway, 289' left of centerline, 22' AGL/401' MSL. Antenna 356' from departure end of runway, 212' left of centerline, 8' AGL/387' MSL.

Rwy 13, tree 884' from departure end of runway, 568' left of centerline, 43' AGL/442' MSL. **Rwy 26**, tree 1252' from departure end of runway, 802' right of centerline, 60' AGL/439' MSL. Road and vehicles 273' from departure end of runway, 499' right of centerline, 19' AGL/418' MSL. **Rwy 31**, tree 1716' from departure end of runway, 505' right of centerline, 65' AGL/464' MSL. Building 485' from departure end of runway, 176' left of centerline, 30' AGL/409' MSL. Tree 993' from departure end of runway, 176' left of centerline, 40' AGL/419' MSL.

LATROBE, PA**ARNOLD PALMER RGNL**

TAKE-OFF MINIMUMS: **Rwys 21,23**, 300-1.

DEPARTURE PROCEDURE: **Rwys 3,5**, climb runway heading to 2000, then climbing left turn to 4000 via heading 360° to intercept IHD R-002. **Rwys 21,23**, climb to 4000 via BHU 233° bearing.



**LEHIGHTON, PA****JAKE ARNER MEMORIAL**

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. with a min. climb of 320' per NM to 1000. **Rwy 26**, 700-2 or std. with a min. climb of 310' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 8**, climb to 2500 via LQX NDB bearing 072° before proceeding on course.

Rwy 26, climb to 2500 via LQX NDB bearing 250° before proceeding on course.

LEWISBURG, WV**GREENBRIER VALLEY (LWB)****AMDT 4 09239 (FAA)**

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 043° to 3300 before proceeding on course. **Rwy 22**, climb heading 223° to 3100 before proceeding on course.

NOTE: **Rwy 4**, tree 1617' from DER, 528' right of centerline, 84' AGL/2364' MSL. **Rwy 22**, trees beginning 759' from DER 553' left of centerline, 60' AGL/2309' MSL. Trees beginning 1996' from DER, 289' right of centerline, up to 104' AGL/2364' MSL.

LOCK HAVEN, PA**WILLIAM T. PIPER MEMORIAL**

TAKE-OFF MINIMUMS: **Rwys 9L, 9R**, NA-obstacles. **Rwy 27L**, NA-ATC. **Rwy 27R**, std. w/a min. climb of 393' per NM to 2500 or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27R**, climb heading 273° to 2500 before proceeding on course or for climb in visual conditions cross William T. Piper Memorial Airport at or above 2700 MSL before proceeding on course.

NOTE: **Rwy 27R**, multiple terrain and trees beginning 1.4 NM from departure end of runway, 1194' right of centerline, up to 100' AGL/1119' MSL. Tower 1.8 NM from departure end of runway, 349' right of centerline, 154' AGL/895' MSL.

LOGAN, WV**LOGAN COUNTY**

TAKE-OFF MINIMUMS: **Rwy 24**, 400-1.

DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 3000 before proceeding on course.

Rwy 24, climb runway heading to 3000 before proceeding on course.

NOTE: **Rwy 24**, 148' AGL trees 1500' from departure end of runway.

MARTINSBURG, WV**EASTERN WEST VIRGINIA RGNL/
SHEPHERD FIELD (MRB)****AMDT 6 08269 (FAA)**

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 079° to 1300 before proceeding on course. **Rwy 26**, climb heading 259° to 1000, then climbing left turn to 2500 direct MRB VORTAC before proceeding on course.

NOTE: **Rwy 8**, trees 1056' from departure end of runway, 706' left of centerline, 47' AGL/594' MSL. Trees 1516' from departure end of runway, 617' right of centerline, 39' AGL/586' MSL. **Rwy 26**, trees 511' from departure end of runway, 522' right of centerline, 35' AGL/592' MSL. Antenna on obstruction light building 657' from departure end of runway, 656' left of centerline, 37' AGL/594' MSL.

MEADVILLE, PA**PORT MEADVILLE**

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 2000 before proceeding on course.

MIFFLINTOWN, PA**MIFFLINTOWN**

TAKE-OFF MINIMUMS: **Rwy 8**, std. with a min. climb of 500' per NM to 4000 or 2100-3 for climb in visual conditions. **Rwy 26**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 090° to 4000 before proceeding on course or for climb in visual conditions: cross Mifflintown Airport at or above 2500 MSL before proceeding on course.

NOTE: **Rwy 8**, multiple terrain and trees beginning 1332' from departure end of runway, 356' left of centerline, up to 200' AGL/839' MSL. Trees 1.2 NM from departure end of runway, 2350' right of centerline, up to 100' AGL/759' MSL.

MILTON, WV**ONA AIRPARK (12V)****AMDT 2 08101 (FAA)**

TAKE-OFF MINIMUMS: **Rwys 7, 25**, 1900-3 climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25**, Departure NA at night. For climb in visual conditions: cross Ona Airpark at or above 2300 MSL before proceeding on course. Do not exceed 180 KIAS until crossing Ona Airpark on course.

NOTE: **Rwy 7**, trees beginning 730' from departure end of runway, 44' left of centerline, up to 100' AGL/1019' MSL. Trees 4879' from departure end of runway, 597' right of centerline, up to 100' AGL/999' MSL. Trees beginning 1.8 NM from departure end of runway, 2539' left of centerline, up to 100' AGL/1199' MSL. Trees beginning 1.6 NM from departure end of runway, 556' right of centerline, up to 100' AGL/1199' MSL. **Rwy 25**, trees beginning 94' from departure end of runway, 47' right of centerline, up to 100' AGL/719' MSL. Towers and trees beginning 3016' from departure end of runway, 758' left of centerline, up to 125' AGL/822' MSL. Trees beginning 2 NM from departure end of runway, 3193' left of centerline, up to 100' AGL/1079' MSL.



**MONONGAHELA, PA****ROSTRAVER**

TAKE-OFF MINIMUMS: **Rwy 26**, 300-1 or std. with a min. climb of 350' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 8**, Climb via heading 076° to 1900 before proceeding on course.

NOTES: **Rwy 8**, tree 64' from departure end of runway, 439' right of centerline, 54' AGL/1274' MSL; tree 246' from departure end of runway, 433' left of centerline, 66' AGL/1245' MSL; tree 325' from departure end of runway, 418' left of centerline, 61' AGL/1240' MSL; Tree 295' from departure end of runway, 354' left of centerline, 40' AGL/1239' MSL; tree 2303' from departure end of runway, 220' right of centerline, 46' AGL/1285' MSL; tree 2231' from departure end of runway, 18' left of centerline, 61' AGL/1280' MSL. **Rwy 26**, tree 3753' from departure end of runway, 644' left of centerline, 100' AGL/1390' MSL.

MORGANTOWN, WV**MORGANTOWN MUNI-WALTER L. BILL HART FIELD**

TAKE-OFF MINIMUMS: **Rwy 5**, 400-1. **Rwy 23**, 600-1.

DEPARTURE PROCEDURE: **Rwy 5**, climbing left turn to 3500 via heading 040° to intercept MGW R-015 before proceeding on course. **Rwy 18**, climbing right turn to 2700 via heading 225° before proceeding on course. **Rwy 23**, climbing left turn to 2700 via heading 190° before proceeding on course. **Rwy 36**, climb runway heading to 2700 before proceeding on course.

MOUNDSVILLE, WV**MARSHALL COUNTY**

TAKE-OFF MINIMUMS: **Rwy 6**, 500-2 or std. with a min. climb of 210' per NM to 1900. **Rwy 24**, 300-2 or std. with a min climb of 230' per NM to 1600.

MOUNT JOY/MARIETTA, PA**DONEGAL SPRINGS AIRPARK (N71)****AMDT 2 07354 (FAA)**

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 094° to 1300 before turning southwest. **Rwy 28**, climb heading 274° to 1900 before turning south.

NOTE: **Rwy 10**, tree 433' from departure end of runway, 487' right of centerline, 100' AGL/519' MSL.

MOUNT POCONO, PA**POCONO MOUNTAINS MUNI**

DEPARTURE PROCEDURE: **All runways**, climb straight ahead to 2500 feet before turning on course.

MUIR AAF (KMUI)**FORT INDIANTOWN GAP, PA. 09015**

DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn on 190 bearing from BZJ NDB to 1900 before proceeding on course. **Rwy 25**, climbing left turn on 190 bearing from BZJ NDB to 1800 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 7**, Trees 309' from DER, left of centerline, 81' AGL/514' MSL. Trees 2945' from DER, 662' right of centerline, 63' AGL/562' MSL. **Rwy 25**, Tree 26' from DER, 415' right of centerline, 43' AGL/505' MSL. Vehicle on road 280' from DER, 61' left of centerline, 15' AGL/474' MSL. Building 382' from DER, 235' left of centerline, 33' AGL/492' MSL.

MYERSTOWN, PA**DECK**

DEPARTURE PROCEDURE: **Rwy 19**, climb heading 174° to 1600 before proceeding on course.

NOTE: **Rwy 1**, tree 315' from departure end of runway, 579' right of centerline, 41' AGL/570' MSL. Pole 697' from departure end of runway, 621' right of centerline, 31' AGL/553' MSL. Tree 878' from departure end of runway, 616' right of centerline, 56' AGL/572' MSL.

NEW CASTLE, PA**NEW CASTLE MUNI**

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min. climb of 350' per NM to 1400.

NOTE: **Rwy 5**, tree 785' from departure end of runway, 196' right of centerline, 32' AGL/1029' MSL. **Rwy 13**, trees 4087' from departure end of runway, 1531' right of centerline, 100' AGL/1249' MSL. Building 262' from departure end of runway, 179' left of centerline, 24' AGL/1088' MSL. **Rwy 31**, tree 497' from departure end of runway, 18' right of centerline, 28' AGL/1044' MSL.

PARKERSBURG, WV**MID-OHIO VALLEY RGNL (PKB)****AMDT 2 09155 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1 or std. w/min. climb of 451' per NM to 1300. **Rwy 28**, 500-3 or std. w/min. climb of 295' per NM to 1600.

NOTE: **Rwy 3**, trees beginning 253' from DER, 424' left of centerline, up to 100' AGL/1080' MSL. Trees 2615' from DER, 807' right of centerline, 100' AGL/935' MSL. **Rwy 10**, trees beginning 281' from DER, left and right of centerline, up to 100' AGL/889' MSL. **Rwy 21**, trees beginning 513' from DER, 193' right of centerline, up to 100' AGL/952' MSL. Trees beginning 248' from DER, 499' left of centerline, up to 100' AGL/837' MSL. Trees 4457' from DER, 239' right of centerline, 100' AGL/944' MSL. **Rwy 28**, trees beginning 97' from DER, 387' right of centerline, up to 100' AGL/862' MSL.

PERKASIE, PA**PENNRIDGE**

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1. **Rwy 26**, 500-1.

PETERSBURG, WV**GRANT COUNTY**

TAKE-OFF MINIMUMS: **Rwys 13, 31**, 1500-3.

DEPARTURE PROCEDURE: **Rwys 13, 31**, climb visually so as to cross airport at or above 2400 thence continue climb to 5000 northeast on heading 033° to intercept ESL R-213 direct to ESL.





PHILADELPHIA, PA

NORTHEAST PHILADELPHIA (PNE)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 200-1¼ or std. w/ min. climb of 223' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTES: **Rwy 6**, Trees 1355' from departure end of runway, 803' left of centerline 58' AGL/179' MSL. Trees 1576' from departure end of runway, 835' left of centerline, 44' AGL/165' MSL. **Rwy 15**, Vehicles on roads beginning 540' from departure end of runway, on centerline, up to 15' AGL/134' MSL. Trees beginning 592' from departure end of runway, 42' left of centerline, up to 74' AGL/166' MSL. Trees beginning 928' from departure end of runway, 213' right of centerline, up to 64' AGL/173' MSL. **Rwy 24**, Trees beginning 198' from departure end of runway 198' left of centerline, up to 38' AGL/158' MSL. Vehicle on road 450' from departure end of runway, on centerline, 15' AGL/134' MSL. Tank and trees beginning 2343' from departure end of runway, 577' left of centerline, up to 91' AGL/200' MSL. Bushes and trees beginning 118' from departure end of runway, 182' right of centerline, up to 26' AGL/137' MSL. Trees beginning 1325' from departure end of runway, 220' right of centerline, up to 77' AGL/197' MSL. **Rwy 33**, Vehicle on road 2050' from departure end of runway, on centerline, 15' AGL/174' MSL. Bushes and trees beginning 491' from departure end of runway, 29' left of centerline, up to 66' AGL/225' MSL. Obstruction light transmission towers, beginning 5872' from departure end of runway, 401' left of centerline, up to 125' AGL/284' MSL. Bushes and trees beginning 636' from departure end of runway, 185' right of centerline, up to 57' AGL/215' MSL.

PHILADELPHIA INTL (PHL)

AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, std. w/ min. climb of 320' per NM to 900. **Rwy 9L**, std. w/ min. climb of 390' per NM to 500. **Rwy 9R**, std. w/ min. climb of 310' per NM to 500. **Rwy 17**, 200-1 or std. w/ min. climb of 410' per NM to 300. **Rwy 26**, NA-obstacles. **Rwy 35**, std. w/ min. climb of 264' per NM to 1400.

NOTE: **Rwy 8**, fence 163' from departure end of runway, 250' right of centerline, 4' AGL/41' MSL. **Rwy 9L**, tree 593' from departure end of runway, 633' left of centerline, 12' AGL/26' MSL. **Rwy 9R**, multiple towers beginning 2592' from departure end of runway, 1044' right of centerline, up to 140' AGL/145' MSL. **Rwy 17**, multiple trees beginning 1115' from departure end of runway, 286' left of centerline, up to 56' AGL/65' MSL. Rod on tower 1617' from departure end of runway, 847' right of centerline, 68' AGL/77' MSL. Shp in channel 3500' from departure end of runway, 86' left of centerline, 188' AGL/188' MSL. **Rwy 27L**, multiple trees beginning 256' from departure end of runway, 282' right of centerline, up to 40' AGL/49' MSL. **Rwy 35**, sign and multiple light poles and trees beginning 1232' from departure end of runway, 205' left of centerline, up to 114' AGL/128' MSL. Multiple signs and light poles beginning 1709' from departure end of runway, 644' right of centerline, up to 69' AGL/83' MSL.

PHILADELPHIA, PA (CON'T)

WINGS FIELD

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1 or std. with a min. climb of 400' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 24**, climb via heading 245° to 1100 before proceeding on course.

NOTE: **Rwy 6**, trees beginning 154' from departure end of runway, 357' left of centerline, 90' AGL/350' MSL. Trees 1038' from departure end of runway, 776' left of centerline, 100' AGL/389' MSL. **Rwy 24**, multiple buildings 347' from departure end of runway, 530' left of centerline, 50' AGL/360' MSL. Building 235' from departure end of runway, 524' right of centerline, 60' AGL/350' MSL. Tower 4367' from departure end of runway, 843' right of centerline, 160' AGL/444' MSL.

PHILIPPI, WV

PHILIPPI/BARBOUR COUNTY RGNL (79D)

ORIG 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 083° to 3300 before turning south.

NOTE: **Rwy 8**, trees beginning 108' from departure end of runway, 118' right of centerline, up to 100' AGL/1799' MSL. **Rwy 26**, trees beginning 504' from departure end of runway, 220' left of centerline, up to 100' AGL/1779' MSL.

PHILIPSBURG, PA

MID-STATE

TAKE-OFF MINIMUMS: **Rwy 6**, 700-1. **Rwy 16**, 400-1. **Rwy 24**, 300-1.

DEPARTURE PROCEDURE: **Rwy 6**, climbing left turn to 2800 on heading 340° before proceeding on course. **Rwys 16,24,34**, climb runway heading to 2800 before proceeding on course.

PINEVILLE, WV

KEE FIELD

TAKE-OFF MINIMUMS: **Rwy 8**, 700-2. **Rwy 26**, 600-1.

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 3000 before proceeding on course.

NOTE: **Rwy 8**, 86' trees/terrain 2100' from departure end on centerline. **Rwy 26**, 135' trees/terrain 1300' from departure end on centerline.

PITTSBURGH, PA

ALLEGHENY COUNTY

NOTE: **Rwy 10**, vehicle 91' from departure end of runway, 492' right of centerline, 15' AGL/1254' MSL. Tree 3783' from departure end of runway, 713' left of centerline, 69' AGL/1352' MSL. **Rwy 13**, vehicle 73' from departure end of runway, 412' right of centerline, 15' AGL/1254' MSL. Trees beginning 385' from departure end of runway, 120' right of centerline, up to 40' AGL/1268' MSL. **Rwy 31**, pole 265' from departure end of runway, 298' right of centerline, 49' AGL/1263' MSL.



**PITTSBURGH, PA (CON'T)****PITTSBURGH INTL**

TAKE-OFF MINIMUMS: **Rwy 32**, 200-1½ or std. w/ min. climb of 240' per NM to 1500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.

NOTE: **Rwy 10C**, multiple trees beginning 3207' from departure end of runway, 461' left of centerline, up to 29' AGL/1263' MSL. **Rwy 10L**, tree 1387' from departure end of runway, 733' left of centerline, 59' AGL/1233' MSL. Rod on obstruction light tower, 4168' from departure end of runway, 910' left of centerline, 112' AGL/1282' MSL. Tower 4175' from departure end of runway, 864' left of centerline, 112' AGL/1282' MSL. Tree 1463' from departure end of runway, 672' left of centerline, 38' AGL/1212' MSL. **Rwy 10R**, multiple trees beginning 1082' from departure end of runway, 102' right of centerline, up to 66' AGL/1265' MSL. Obstruction light on monitor pole 4590' from departure end of runway, 1124' left of centerline, 55' AGL/1241' MSL. Pole 4610' from departure end of runway, 1138' left of centerline, 55' AGL/1241' MSL. **Rwy 14**, tree 968' from departure end of runway, 516' right of centerline, 44' AGL/1158' MSL. **Rwy 28L**, tree 2272' from departure end of runway, 1109' left of centerline, 64' AGL/1223' MSL. Tree 39' from departure end of runway, 498' left of centerline, 9' AGL/1144' MSL. **Rwy 28R**, tree 1810' from departure end of runway, 912' right of centerline, 34' AGL/1273' MSL. Bush 73' from departure end of runway, 477' right of centerline, 12' AGL/1215' MSL. Pole 645' from departure end of runway, 633' left of centerline, 20' AGL/1223' MSL. **Rwy 32**, antenna on obstruction light tower 1.1 NM from departure end of runway, 435' left of centerline, 105' AGL/1354' MSL. Tower 6812' from departure end of runway, 497' left of centerline, 96' AGL/1342' MSL. Light on pole 454' from departure end of runway, 515' right of centerline, 25' AGL/1173' MSL. Multiple trees beginning 1717' from departure end of runway, 1108' right of centerline, up to 61' AGL/1321' MSL. Tree 6074' from departure end of runway, 1272' right of centerline, 61' AGL/1321' MSL. Tree 2577' from departure end of runway, 1108' right of centerline, 74' AGL/1233' MSL. Tree 2480' from departure end of runway, 1118' right of centerline, 33' AGL/1212' MSL.

POINT PLEASANT, WV**MASON COUNTY**

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. with a min. climb of 280' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 7, 25**, climb runway heading to 1600 before proceeding on course.

NOTE: **Rwy 25**, 60' AGL tree 475' left of departure end of runway.

POTTSTOWN, PA**POTTSTOWN-LIMERICK**

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1 or std. with a min. climb of 290' per NM to 500. **Rwy 28**, 500-2.

DEPARTURE PROCEDURE: **Rwy 28**, climb runway heading to 800 before proceeding on course.

POTTSTOWN, PA (CON'T)**POTTSTOWN MUNI (N47)****AMDT 2A 09295 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 8**, std. w/ min. climb of 414' per NM to 1300, or 600-3 w/ min. climb of 241' per NM to 1300, or 1300-2½ for climb in visual conditions. **Rwy 26**, std. w/ min. climb of 288' per NM to 1600 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 076° to 1300 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course. **Rwy 26**, climb heading 271° to 1100 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 8**, terrain 2761' from DER, 124' right of centerline, 0' AGL/319' MSL. Multiple trees beginning 5919' from DER, 854' left of centerline, up to 100' AGL/559' MSL. Multiple trees beginning 1.3 NM from DER, 616' right of centerline, up to 100' AGL/759' MSL. **Rwy 26**, tree 400' from DER, on centerline, 35' AGL/295' MSL. Terrain 10' from DER, 246' left of centerline, 0' AGL/279' MSL. Tree 399' from DER, on centerline, up to 100' AGL/295' MSL. Multiple trees beginning 1 NM from DER, 2009' right of centerline, up to 100' AGL/579' MSL.

POTTSVILLE, PA**SCHUYLKILL COUNTY/JOE ZERBEY (ZER)****AMDT 2 09239 (FAA)**

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Environmental.

NOTE: **Rwy 11**, tree 88' from DER, 467' left of centerline, 23' AGL/1723' MSL. Tree 358' from DER, 545' right of centerline, 100' AGL/1779' MSL. **Rwy 29**, tree 433' from DER, 151' left of centerline, 100' AGL/1819' MSL. Tree 460' from DER, 263' right of centerline, 100' AGL/1819' MSL. Bush 86' from DER, 236' right of centerline, 7' AGL/1746' MSL.

PUNXSUTAWNEY, PA**PUNXSUTAWNEY MUNI**

TAKE-OFF MINIMUMS: **Rwy 1**, NA-obstacles. **Rwy 6**, 400-1 ¾ or std. with a min. climb of 260' per NM to 2000. **Rwy 19**, 500-2 or std. with a min. climb of 285' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 6**, climb via heading 067° to 2000 before proceeding on course.

Rwy 19, climb via heading 188° to 2000 before proceeding on course. **Rwy 24**, climb via heading 247° to 2100 before proceeding on course.

NOTES: **Rwy 6**, tree 1.4 NM from departure end of runway, 2579' left of centerline, 100' AGL/1719' MSL. Tower 1.9 NM from departure end of runway, 2966' left of centerline, 200' AGL/1799' MSL. Tower 1.7 NM from departure end of runway, 1264' right of centerline, 200' AGL/1719' MSL. **Rwy 19**, tower 1.7 NM from departure end of runway, 2860' left of centerline, 200' AGL/1799' MSL.



**RAVENSWOOD, WV****JACKSON COUNTY**TAKE-OFF MINIMUMS: **Rwy 4**, 300-1.DEPARTURE PROCEDURE: **Rwys 4, 22**, climb runway heading to 1300 before proceeding on course.NOTE: **Rwy 4**, 100' AGL tree, 500' from departure end of runway, 200' left of centerline.**READING, PA****READING RGNL/CARL A. SPAATZ FIELD**TAKE-OFF MINIMUMS: **Rwy 13**, 1000-1 or std. with a min. climb of 370' per NM to 1500. **Rwy 31**, 400-1 or std. with a min. climb of 350' per NM to 800. **Rwy 36**, 400-1 or std. with a min. climb of 260' per NM to 800.DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1400 before turning on course.**Rwys 31, 36**, climb runway heading to 800 before turning on course.**REEDSVILLE, PA****MIFFLIN COUNTY (RVL)****AMDT 3 08157 (FAA)**TAKE-OFF MINIMUMS: **Rwy 6**, std. w/ min. climb of 287' per NM to 3000 or 2200-3 for climb in visual conditions. **Rwy 24**, std. w/ min. climb of 242' per NM to 2800 or 2200-3 for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 6**, climb heading 059° to 3000 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course. **Rwy 24**, climb heading 239° to 2800 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course.NOTE: **Rwy 6**, fence beginning 59' from departure end of runway, 497' right of centerline, up to 6' AGL/825' MSL. Bushes 449' from departure end of runway, 422' right of centerline, up to 10' AGL/829' MSL. **Rwy 24**, ground 171' from departure end of runway, 481' left of centerline, 0' AGL/830' MSL. Fence 207' from departure end of runway, 288' left of centerline, 15' AGL/834' MSL. Trees 1189' from departure end of runway, 198' right of centerline, up to 100' AGL/933' MSL. Trees 2,168' from departure end of runway, 407' left of centerline, up to 100' AGL/908' MSL.**ST. MARYS, PA****ST. MARYS MUNI**NOTE: **Rwy 10**, terrain and trees 3833' from departure end of runway, right and left of centerline, 100' AGL/2119' MSL. **Rwy 28**, terrain and trees 1926' from departure end of runway, right and left of centerline, 100' AGL/1979' MSL; terrain and trees 3754' from departure end of runway, right and left of centerline, 100' AGL/2000' MSL.**SELINGSGROVE, PA****PENN VALLEY**TAKE-OFF MINIMUMS: **Rwy 17**, 600-2 or std. with a min. climb of 300' per NM to 1500. **Rwy 35**, 600-2 or std. with a min. climb of 500' per NM to 1200.DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn to 3100 direct SEG VORTAC. Continue climb in holding pattern to 3100 before proceeding on course.**Rwy 35**, climbing left turn to 3100 direct SEG VORTAC. Continue climb in holding pattern to 3100 before proceeding on course.**SEVEN SPRINGS BOROUGH, PA****SEVEN SPRINGS**TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.**SHAMOKIN, PA****NORTHUMBERLAND COUNTY**TAKE-OFF MINIMUMS: **Rwy 8**, 400-1 or std. with a min. climb of 450' per NM to 1400. **Rwy 26**, 700-1 or std. with a min. climb of 250' per NM to 1400.DEPARTURE PROCEDURE: **Rwy 8**, climb to 1400, then climbing left turn to 4000 direct SEG VORTAC.**Rwy 26**, climb to 1400, then climb to 4000 via SEG R-088 to SEG VORTAC.**SOMERSET, PA****SOMERSET COUNTY (2G9)****AMDT 2 07354 (FAA)**TAKE-OFF MINIMUMS: **Rwy 14, 32**, NA-environmental.DEPARTURE PROCEDURE: **Rwy 7**, climb heading 066° to 3000 before turning south. **Rwy 25**, climb heading 246° to 2800 before turning south.NOTE: **Rwy 7**, trees beginning 57' from departure end of runway, 178' right of centerline, up to 79' AGL/2285' MSL. Tree 1291' from departure end of runway, 76' left of centerline, 59' AGL/2238' MSL. Buildings beginning 639' from departure end of runway, 348' left of centerline, up to 40' AGL/2222' MSL. **Rwy 25**, trees beginning 480' from departure end of runway, 152' right of centerline, up to 67' AGL/2346' MSL. Antenna on building 283' from departure end of runway, 204' right of centerline, 30' AGL/2290' MSL. Tree 584' from departure end of runway, 211' left of centerline, 55' AGL/2297' MSL. Obstruction light on localizer 291' from departure end of runway, on centerline, 20' AGL/2284' MSL.**STATE COLLEGE, PA****UNIVERSITY PARK**TAKE-OFF MINIMUMS: **Rwys 16, 34**, NA.DEPARTURE PROCEDURE: **Rwys 6, 24**, climb runway heading to 2600 before proceeding on course.

**STERLING, PA**

SPRING HILL (70N)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, 600-2.

NOTE: **Rwy 5**, building and trees 244' from departure end of runway, 278' right of centerline, up to 50' AGL/1689' MSL. Trees beginning 956' from departure end of runway, 34' right of centerline, up to 100' AGL/1759' MSL. Trees beginning 2883' from departure end of runway, 278' right of centerline, up to 100' AGL/1799' MSL. **Rwy 23**, trees 933' from departure end of runway, 201' right of centerline, up to 100' AGL/1899' MSL. Trees 2360' from departure end of runway, 156' left of centerline, up to 100' AGL/1901' MSL. Trees 1.1 NM from departure end of runway, 1736' left of centerline, up to 100' AGL/2119' MSL. Trees 1.5 NM from departure end of runway, 1698' right of centerline, up to 100' AGL/2139' MSL.

SUMMERSVILLE, WV

SUMMERSVILLE

TAKE-OFF MINIMUMS: **Rwy 4**, 400-1 or std. with a min. climb of 350' per NM to 3000.

SUTTON, WV

BRAXTON COUNTY

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 with a min. climb of 245' per NM to 2100 or 1100-2½ for climb in visual conditions. **Rwy 19**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 1**, climb via heading 014° to 2100 before proceeding on course. For climb in visual conditions, cross Braxton County Airport at or above 2200.

NOTE: **Rwy 1**, Road 798' from departure end of runway, 498' right of centerline, 15' AGL/1334' MSL. Trees 1160' from departure end of runway, 533' left of centerline, up to 100' AGL/1439' MSL. Trees, 3257' from departure end of runway, 1194' left of centerline, up to 100' AGL/1479' MSL. Trees, 4449' from departure end of runway, 955' left of centerline, up to 100' AGL/1539' MSL. Powerline tower, 4549' from departure end of runway, 342' left of centerline, 70' AGL/1429' MSL.

TITUSVILLE, PA

TITUSVILLE

NOTE: **Rwy 18**, trees beginning 1865' from departure end of runway, 199' right of centerline, up to 100' AGL/1589' MSL. Trees beginning 1313' from departure end of runway, on centerline, up to 100' AGL/1609' MSL. Trees beginning 872' from departure end of runway, 194' left of centerline, up to 100' AGL/1619' MSL. **Rwy 36**, trees beginning 2798' from departure end of runway, 217' right of centerline, up to 100' AGL/1689' MSL. Trees beginning 2806' from departure end of runway, 47' left of centerline, up to 100' AGL/1736' MSL.

TOUGHKENAMON, PA

NEW GARDEN

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1.

DEPARTURE PROCEDURE: **Rwys 6, 24**, climb runway heading to 900 before turning on course.

TOWANDA, PA

BRADFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 5**, 900-2 or std. with a min. climb of 380' per NM to 2000. **Rwy 23**, 1600-2 or std. with a min. climb of 580' per NM to 2800.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 047° to 3000 before proceeding on course. **Rwy 23**, climb heading 227° to 3000 before proceeding on course.

NOTE: **Rwy 5**, trees 12386' from departure end of runway, 3511' left of centerline, 100' AGL/1462' MSL. **Rwy 23**, trees 10099' from departure end of runway, 1892' left of centerline, 100' AGL/1203' MSL.

TOWER CITY, PA

BENDIGO (74N)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/ min. climb of 518' per NM to 2200 or 1700-2 for climb in visual conditions.

Rwy 23, NA-terrain.

DEPARTURE PROCEDURE: **Rwy 5**, departure NA at night. Climb heading 054° to 2200 before proceeding on course or for climb in visual conditions: cross Bendigo airport at or above 2300 before proceeding on course. Do not exceed 180 KIAS until crossing Bendigo airport on course.

NOTE: **Rwy 5**, multiple trees beginning 330' from DER, 45' left of centerline, up to 100' AGL/919' MSL. Multiple trees beginning 355' from DER, 81' right of centerline, up to 100' AGL/879' MSL. Multiple towers beginning 2.1 NM from DER, 2384' left of centerline, up to 200' AGL/1559' MSL.

WASHINGTON, PA

WASHINGTON COUNTY

TAKE-OFF MINIMUMS: **Rwy 9**, 700-2½ or std. with a min. climb of 475' per NM to 2100. **Rwy 27**, 300-1½ or std. with a min. climb of 490' per NM to 1500.

NOTE: **Rwy 9**, multiple trees beginning 2968' from departure end of runway, 780' right of centerline, up to 109' AGL/1308' MSL. Multiple trees beginning 5232' from departure end of runway, 459' left of centerline, up to 105' AGL/1380' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 13' left of centerline, up to 117' AGL/1392' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 687' right of centerline, up to 122' AGL/1461' MSL. Multiple trees and towers beginning 1.8 NM from departure end of runway, 1012' right of centerline, up to 213' AGL/1721' MSL. **Rwy 27**, multiple trees beginning 187' from departure end of runway, 132' left of centerline, up to 36' AGL/1195' MSL. Multiple trees beginning 267' from departure end of runway, 146' right of centerline, up to 55' AGL/1244' MSL. Multiple trees and poles beginning 1173' from departure end of runway, 29' left of centerline, up to 80' AGL/1414' MSL. Multiple trees and pole beginning 1362' from departure end of runway, 221' right of centerline, up to 65' AGL/1367' MSL. Multiple trees and towers beginning 1.2 NM from departure end of runway, 801' right of centerline, up to 83' AGL/1422' MSL.



**WAYNESBURG, PA**

GREENE COUNTY (WAY)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, NA-obstacle. **Rwy 27**, 300-1 or Std. w/ min. climb of 447' per NM to 1300.DEPARTURE PROCEDURE: **Rwy 27**, climb heading 268° to 1800 before proceeding on course.NOTE: **Rwy 27**, trees beginning 332' from departure end of runway, 315' left of centerline, up to 100' AGL/1119' MSL. Trees beginning 332' from departure end of runway, 360' right of centerline, up to 100' AGL/1239' MSL. Pole/sign 1672' from departure end of runway, 623' left of centerline, 80' AGL/1148' MSL.**WELLSBORO, PA**

WELLSBORO JOHNSTON

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1. **Rwy 28**, 600-2 or std. with a min. climb of 240' per NM to 2700.DEPARTURE PROCEDURE: **Rwy 10**, climbing right turn direct SFK VOR/DME. **Rwy 28**, climbing left turn direct SFK VOR/DME. All aircraft cross SFK VOR/DME at or above 3000, if not at 3000, continue climb in SFK VOR/DME holding pattern to 3000 before proceeding on course (Hold SW, right turns, 036° inbound).NOTE: **Rwy 10**, 79' AGL trees 1600' from departure end of runway, on centerline.**WEST CHESTER, PA**

BRANDYWINE

TAKE-OFF MINIMUMS: **Rwy 27**, 300-1 or std. with a min. climb of 240' per NM to 700.NOTE: **Rwy 27**, 100' AGL trees 3800' from departure end of runway, on centerline.**WHEELING, WV**

WHEELING OHIO COUNTY

NOTE: **Rwy 3**, tree 95' from departure end of runway, 315' right of centerline, 13' AGL/1213' MSL. Tree 351' from departure end of runway, 264' left of centerline, 48' AGL/1227' MSL. Obstruction light on antenna 96' from departure end of runway, 240' left of centerline, 9' AGL/1208' MSL. Obstruction light on transmission tower 5596' from departure end of runway, 1128' right of centerline, 100' AGL/1341' MSL. **Rwy 16**, pole 125' from departure end of runway, 241' left of centerline, 4' AGL/1203' MSL. Pole 264' from departure end of runway, 261' right of centerline, 6' AGL/1205' MSL. Post 267' from departure end of runway, 242' left of centerline, 19' AGL/1198' MSL. Tree 299' from departure end of runway, 273' left of centerline, 46' AGL/1225' MSL. **Rwy 34**, multiple trees beginning 460' from departure end of runway, 402' right of centerline, up to 46' AGL/1225' MSL. Obstruction light on antenna 436' from departure end of runway, 599' left of centerline, 45' AGL/1224' MSL.**WILKES-BARRE/SCRANTON, PA**

WILKES-BARRE/SCRANTON INTL

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1½ or std. with a min. climb of 240' per NM to 1300. **Rwy 10**, NA-obstacles. **Rwy 22**, 400-2 or std. with a min. climb of 240' per NM to 1400.DEPARTURE PROCEDURE: **Rwy 4**, climb via heading 044° and LHY R-255 to cross LHY VORTAC at or above 3000 before proceeding on course. **Rwy 22**, fly heading 224° to 1400, then climbing right turn via heading 250° and LVZ R-287 to 3000 before proceeding on course. **Rwy 28**, fly heading 283° to 1400, then climbing left turn via heading 250° and LVZ R-287 to 3000 before proceeding on course.NOTE: **Rwy 4**, tower 4380' from departure end of runway, 414' left of centerline, 114' AGL/1026' MSL. Tree 1 NM from departure end of runway, 1647' left of centerline, 85' AGL/1064' MSL. Tree 1.3 NM from departure end of runway, 468' left of centerline, 100' AGL/1139' MSL. **Rwy 22**, tower 1.8 NM from departure end of runway, 2177' right of centerline, 352' AGL/1293' MSL.**WILLIAMSPORT, PA**

WILLIAMSPORT RGNL

TAKE-OFF MINIMUMS: **Rwy 9**, 600-1 required or std. with a min. climb of 255' per NM to 1600. **Rwy 12**, 1300-1. **Rwy 15**, 1500-1 required; night IFR take-off NA. **Rwy 27**, 1300-1 required or 500-1 required with a min. climb of 235' per NM to 1400. **Rwy 30**, 900-1 required or std. with a min. climb of 236' per NM to 1400. **Rwy 33**, 1500-1 required or std. with a min. climb of 295' per NM to 2100.DEPARTURE PROCEDURE: **Rwy 9**, climb straight ahead to 2500 via PIX NDB or IPT LOC Front Course before proceeding on course. **Rwys 12, 15**, left climbing turn as soon as practicable after take off, intercept IPT LOC Front Course and climb eastbound to 2500 before proceeding on course. **Rwy 27**, turn right, maintain visual reference until established on 300° heading. Intercept the MIP R-318 and continue climb to 2500 before proceeding on course. **Rwys 30, 33**, climb straight ahead to 2500 before proceeding on course.**WILLOW GROVE NAS JRB (KNXX)**

WILLOW GROVE, PA ORIG, 05020

TAKE-OFF OBSTACLES: **Rwy 33**, trees within 4758' of departure end of runway, 455' MSL.**YORK, PA**

YORK

TAKE-OFF MINIMUMS: **Rwys 17, 35**, 300-1.DEPARTURE PROCEDURE: **Rwy 17**, climb on runway heading to 1000 feet before turning. **Rwy 35**, climb on runway heading to 800 feet before turning.

ZELIENOPLE, PA

ZELIENOPLE MUNI (PJC)

AMDT 3 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17,35**, 1100-2½ for climb in visual conditions.

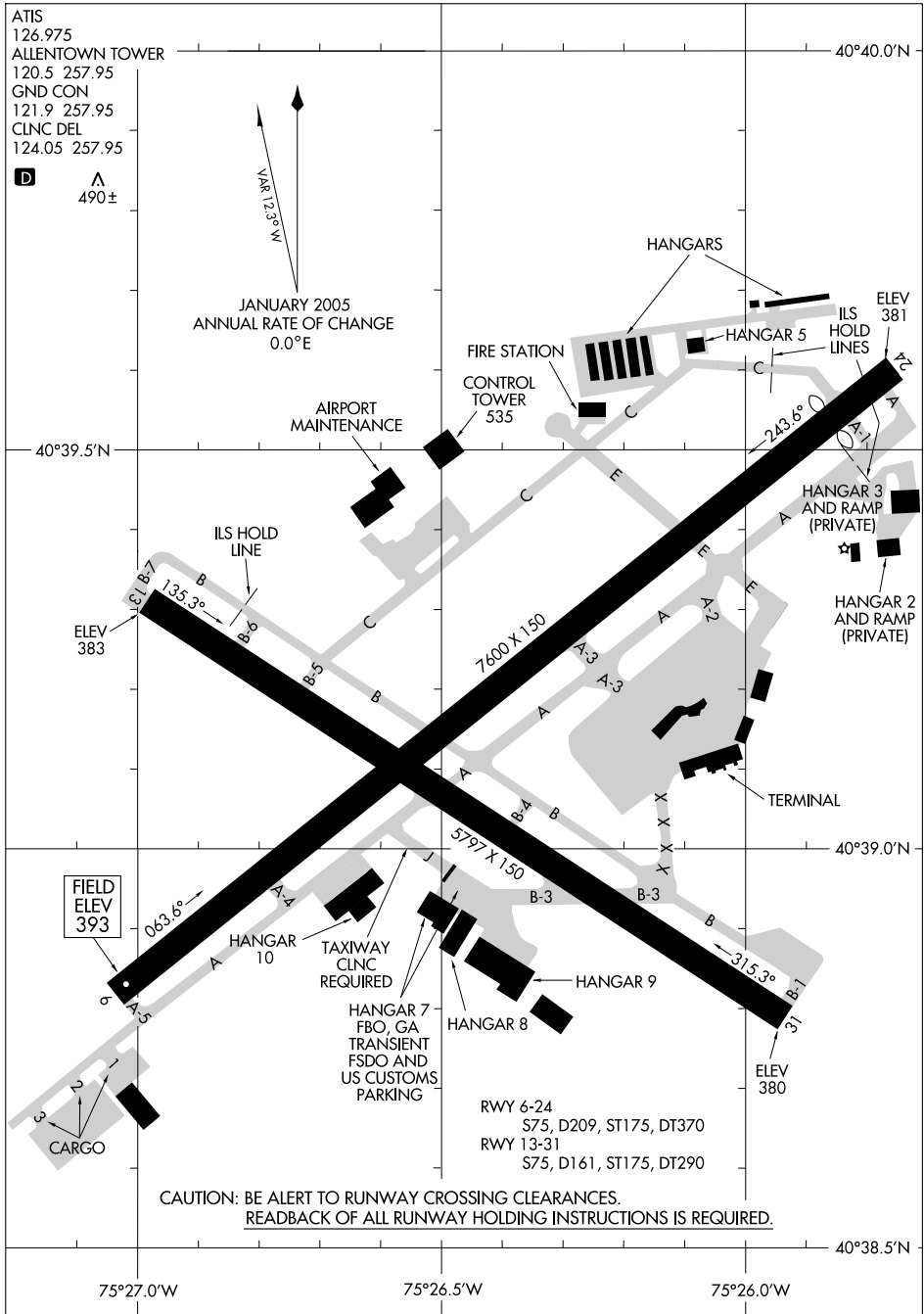
DEPARTURE PROCEDURE: **Rwys 17,35**, for climb in visual conditions: cross Zelenople Muni at or above 1900' before proceeding on course.

NOTE: **Rwy 17**, terrain and trees beginning 1.23 NM from departure end of runway, 1272' left of centerline, up to 100' AGL/1339' MSL. Vehicle on road beginning 18' from departure end of runway, 378' left of centerline, up to 15' AGL/946' MSL. Brush 278' from departure end of runway, 204' left of centerline, 21' AGL/921' MSL. Vehicle on road 451' from departure end of runway, 593' right of centerline, 15' AGL/946' MSL. Trees beginning 2442' from departure end of runway, 1110' right of centerline, up to 100' AGL/1299' MSL. Power lines beginning 3648' from departure end of runway, 644' right of centerline, up to 79' AGL/1046' MSL. Trees beginning 1.27 NM from departure end of runway, 477' right of centerline, up to 100' AGL/1359' MSL. **Rwy 35**, terrain and trees beginning 1.04 NM from departure end of runway, 1400' left of centerline, up to 100' AGL/1259' MSL. Trees 805' from departure end of runway, 287' right of centerline, 120' AGL/1014' MSL. Vehicle on road 161' from departure end of runway, 524' right of centerline, 15' AGL/946' MSL.

AIRPORT DIAGRAM

AL-15 (FAA)

ALLENTOWN / LEHIGH VALLEY INTL (ABE)
ALLENTOWN, PENNSYLVANIA

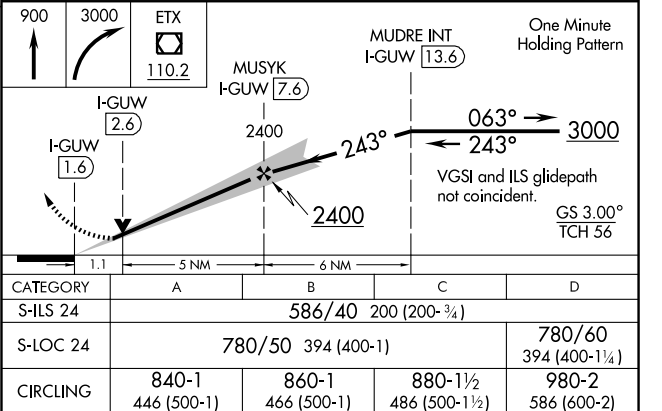
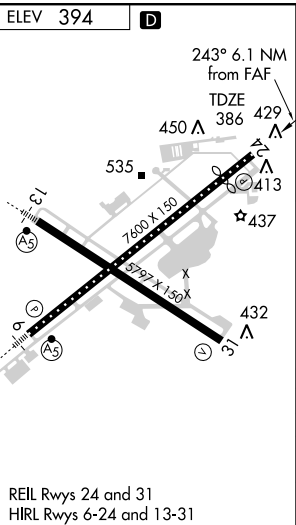
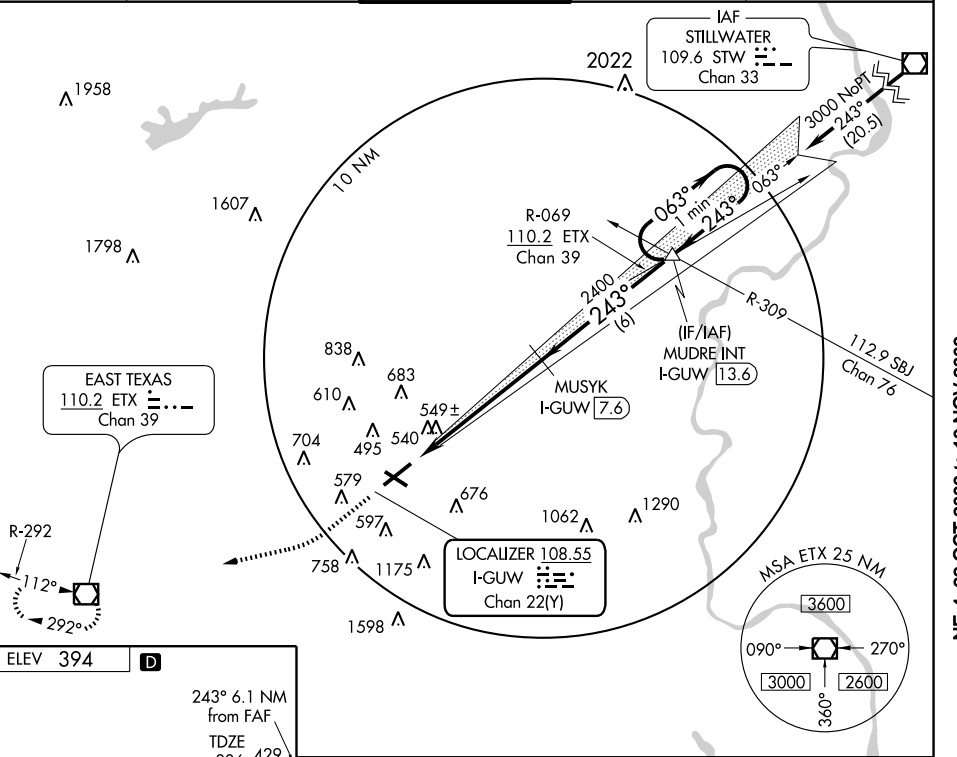


NE-4, 22 OCT 2009 to 19 NOV 2009

| | | | |
|---------------|---------|----------|------|
| LOC/DME I-GUW | APP CRS | Rwy Idg | 7100 |
| 108.55 | 243° | TDZE | 386 |
| Chan 22(Y) | | Apt Elev | 394 |

MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct ETX VOR/DME and hold.

| | | | | |
|-----------------|-----------------------------------|---------------------------------|-------------------------|---------------------------|
| ATIS 126.975 | ALLENTOWN APP CON 119.65 397.9 | ALLENTOWN TOWER 120.5 257.95 | GND CON 121.9 257.95 | CLNC DEL 124.05 257.95 |
|-----------------|-----------------------------------|---------------------------------|-------------------------|---------------------------|



NE-4: 22 OCT 2009 to 19 NOV 2009

▼

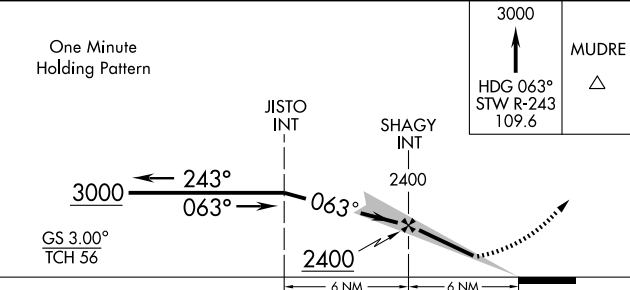
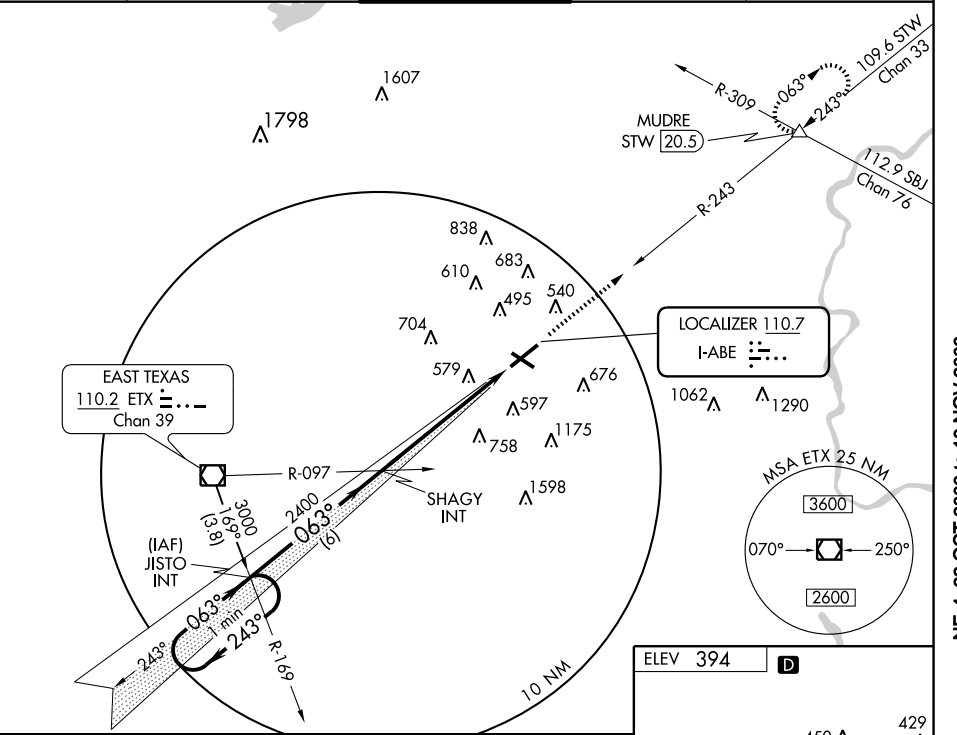
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

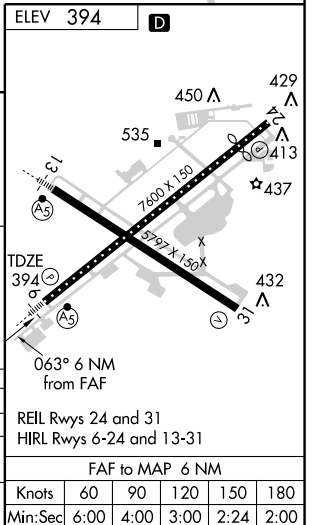
MISSED APPROACH:

Climb to 3000 via heading 063° and STW R-243 to MUDRE Int/STW 20.5 DME and hold.

| | | | | |
|-----------------|-----------------------------------|---------------------------------|-------------------------|---------------------------|
| ATIS 126.975 | ALLENTOWN APP CON 119.65 397.9 | ALLENTOWN TOWER 120.5 257.95 | GND CON 121.9 257.95 | CLNC DEL 124.05 257.95 |
|-----------------|-----------------------------------|---------------------------------|-------------------------|---------------------------|



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|----------------------|
| S-ILS 6 | *594/24 200 (200-½) | | | |
| S-LOC 6 | 820/24 426 (500-½) | 820/40 426 (500-¾) | | |
| CIRCLING | 840-1 446 (500-1) | 860-1 466 (500-1) | 880-1½ 486 (500-1½) | 980-2 586 (600-2) |



NE-4, 22 OCT 2009 to 19 NOV 2009

| | | | |
|---------------------|-------------|----------|-------------|
| LOC I-BXY | APP CRS | Rwy Idg | 5797 |
| <u>111.9</u> | 135° | TDZE | 387 |
| | | Apt Elev | 394 |

ILS or LOC RWY 13

ALLENTOWN / LEHIGH VALLEY INTL (ABE)

T For inoperative MALS increase RIVOC FIX
A MINIMUMS S-LOC 13 Cat D visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct ETX VOR/DME and hold.

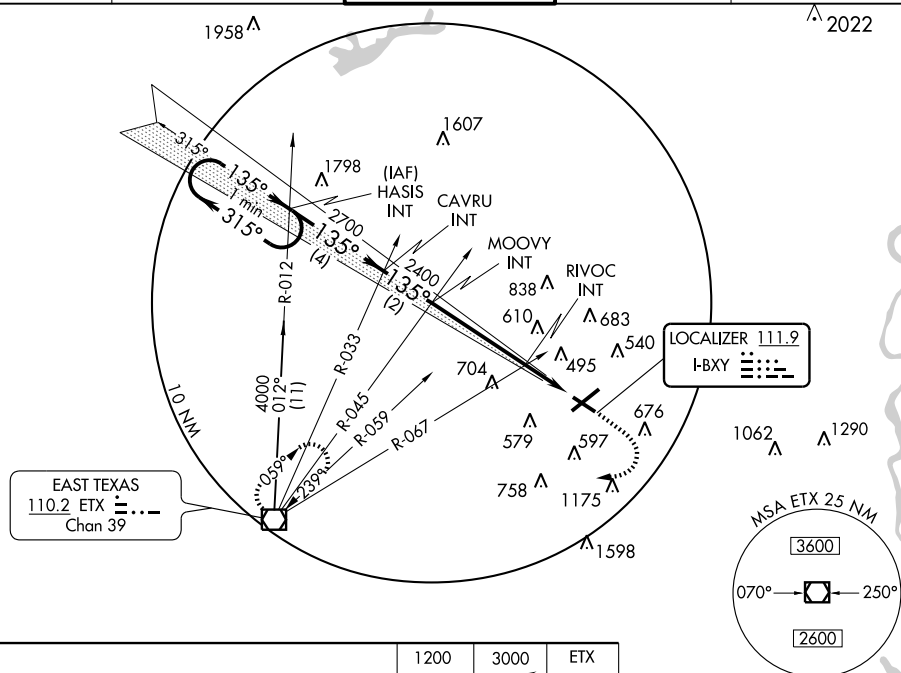
ATIS
126.975

ALLENTOWN APP CON
119.65 397.9

ALLENTOWN TOWER
120.5 257.95

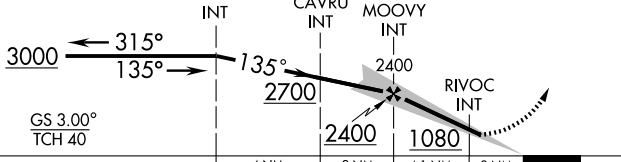
GND CON
121.9 257.95

CLNC DEL
124.05 257.95



NE-4, 22 OCT 2009 to 19 NOV 2009

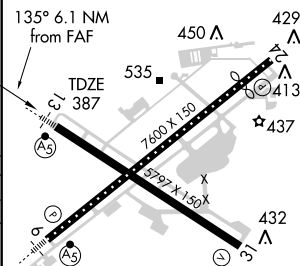
One Minute Holding Pattern



| CATEGORY | A | B | C | D |
|--------------------|---|--|--|---|
| S-ILS 13 | 587- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$) | | | |
| S-LOC 13 | 1080- $\frac{1}{2}$ 693 (700- $\frac{1}{2}$) | 1080-1 $\frac{1}{2}$ 693 (700-1 $\frac{1}{2}$) | 1080-1 $\frac{3}{4}$ 693 (700-1 $\frac{3}{4}$) | |
| CIRCLING | 1080-1 686 (700-1) | 1080-2 686 (700-2) | 1080-2 $\frac{1}{4}$ 686 (700-2 $\frac{1}{4}$) | |
| RIVOC FIX MINIMUMS | | | | |
| S-LOC 13 | 720- $\frac{1}{2}$ 333 (400- $\frac{1}{2}$) | | | 720- $\frac{3}{4}$ 333 (400- $\frac{3}{4}$) |
| CIRCLING | 840-1 446 (500-1) | 860-1 466 (500-1) | 880-1 $\frac{1}{2}$ 486 (500-1 $\frac{1}{2}$) | 980-2 586 (600-2) |

ELEV 394

D



REIL Rwy 24 and 31
HIRL Rwy 6-24 and 13-31

FAF to MAP 6.1 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 7100 |
| 243° | TDZE | 386 |
| | Apt Elev | 394 |

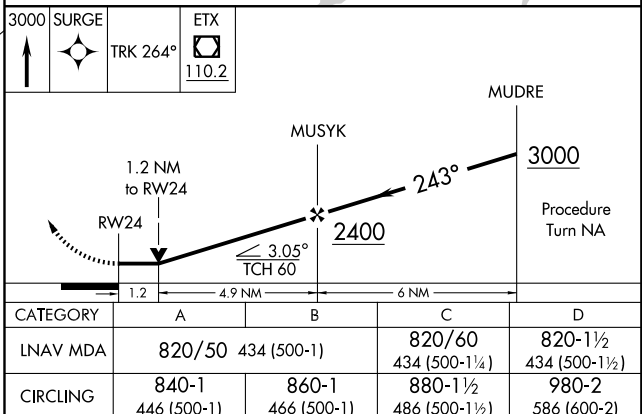
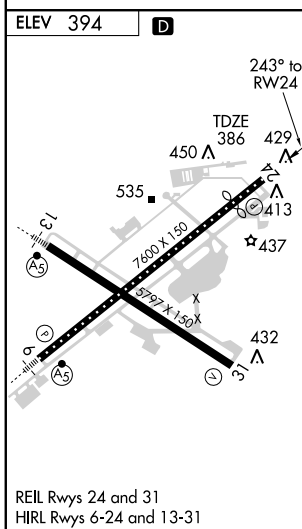
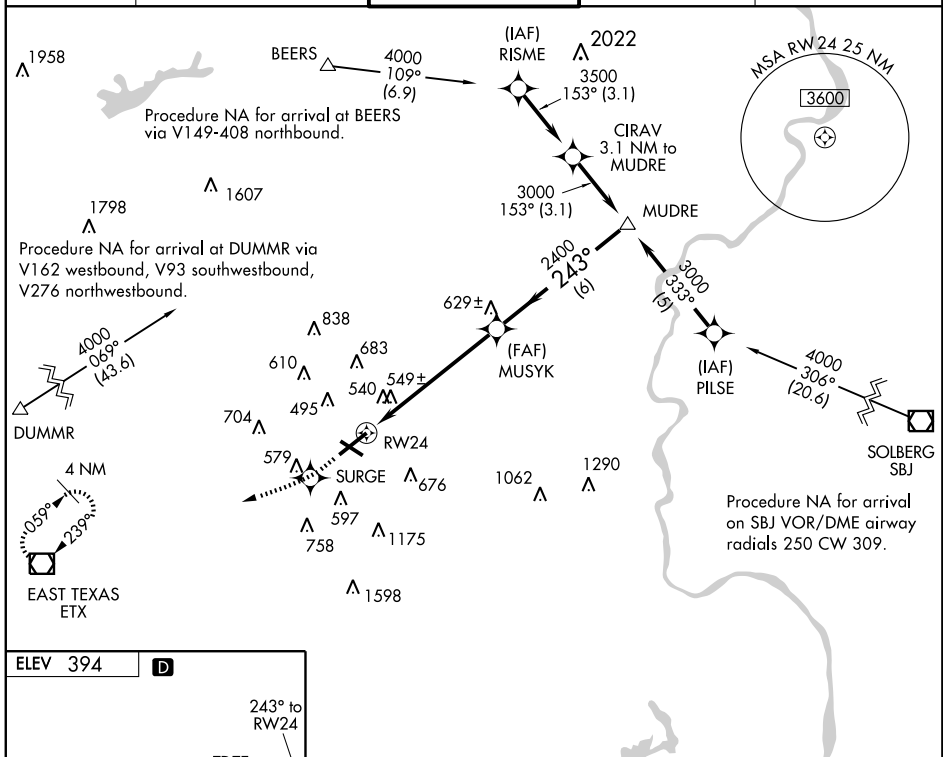
RNAV (GPS) RWY 24

ALLENTOWN / LEHIGH VALLEY INTL (ABE)

| | |
|-------------|--|
| T | GPS or RNP-0.3 required. |
| A NA | DME/DME RNP-0.3 NA. Inoperative table does not apply. |

MISSED APPROACH: Climb to 3000 direct SURGE WP and via track 264° to ETX VOR/DME and hold.

| | | | | |
|-----------------|-------------------------------------|-----------------------------------|-------------------------|---------------------------|
| ATIS 126.975 | ALLTOWNTOWN APP CON 119.65 397.9 | ALLTOWNTOWN TOWER 120.5 257.95 | GND CON 121.9 257.95 | CLNC DEL 124.05 257.95 |
|-----------------|-------------------------------------|-----------------------------------|-------------------------|---------------------------|

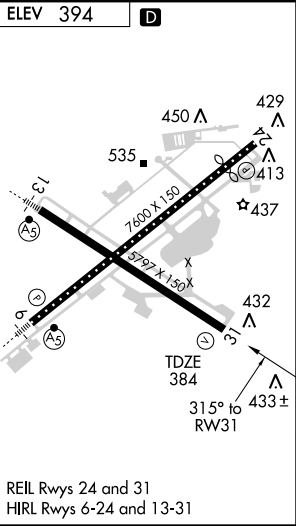
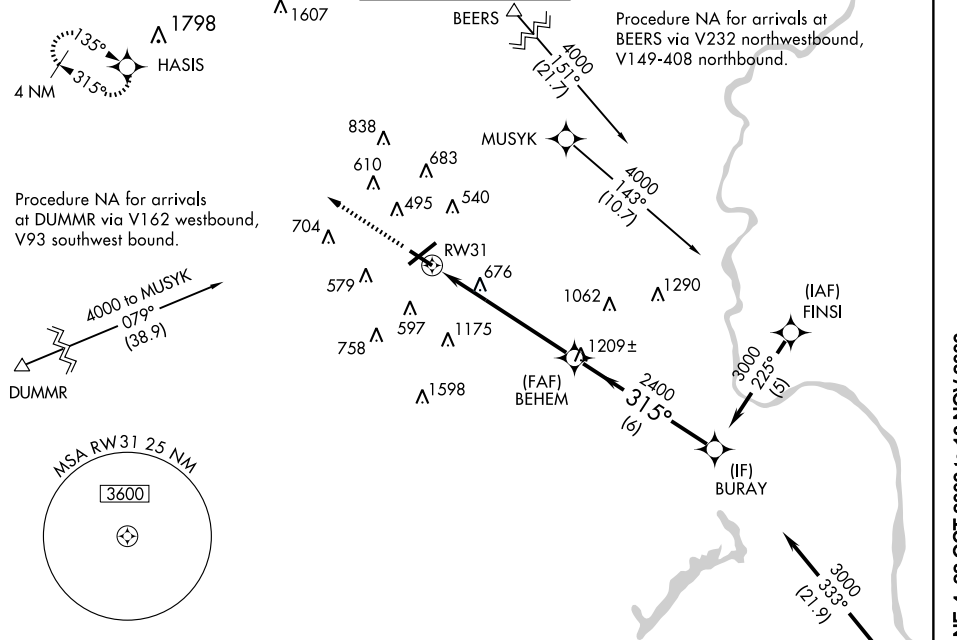


Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.

Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C/D.

MISSED APPROACH: Climb to 3000 direct HASIS and hold.

| ATIS | ALLENTOWN APP CON | ALLENTOWN TOWER | GND CON | CLNC DEL |
|----------------|---------------------|---------------------|---------------------|----------------------|
| 126.975 | 119.65 397.9 | 120.5 257.95 | 121.9 257.95 | 124.05 257.95 |



3000

↑

HASIS

✦

* LNAV only

* 1.6 NM to RW31

RW31

BEHEM

BURAY

Procedure Turn NA

3000

315°

2400

GS 3.00°

TCH 45

1.6

4.5 NM

6 NM





| CATEGORY | A | B | C | D |
|------------|---------------------|---|---------------------|---------------------|
| LPV DA | 641-1 257 (300-1) | | | |
| LNAV/ VNAV | 743-1¼ 359 (400-1¼) | | | |
| LNAV MDA | 940-¾ 556 (600-¾) | | 940-1½ 556 (600-1½) | 940-1¾ 556 (600-1¾) |
| CIRCLING | 940-1¼ 546 (600-1¼) | | 940-1½ 546 (600-1½) | 980-2 586 (600-2) |

NE-4: 22 OCT 2009 to 19 NOV 2009

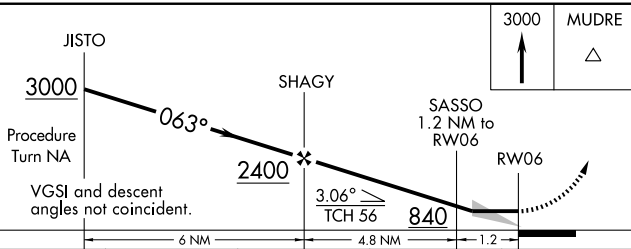
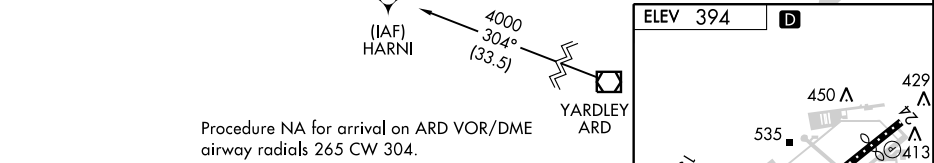
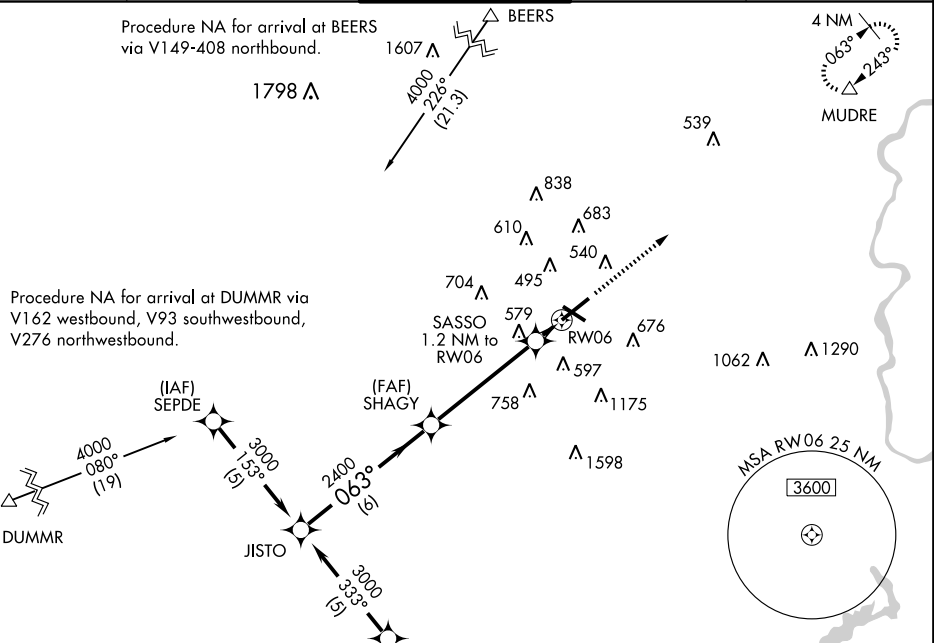
| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 7600 |
| 063° | TDZE | 394 |
| | Apt Elev | 394 |

RNAV (GPS) Y RWY 6

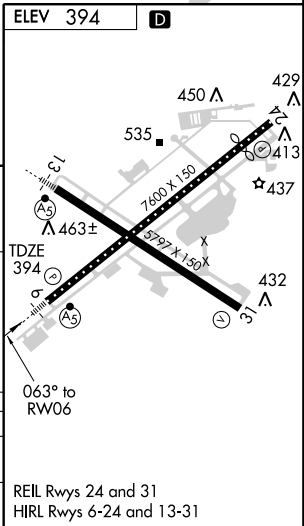
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

| | | |
|--|--|---|
|  GPS or RNP-0.3 required.  DME/DME RNP-0.3 NA. Inoperative table does not apply to LNAV CAT D. |  MALSR  | MISSED APPROACH: Climb to 3000 direct MUDRE WP and hold. |
|--|--|---|

| | | | | |
|-----------------|-----------------------------------|---------------------------------|-------------------------|---------------------------|
| ATIS 126.975 | ALLENTOWN APP CON 119.65 397.9 | ALLENTOWN TOWER 120.5 257.95 | GND CON 121.9 257.95 | CLNC DEL 124.05 257.95 |
|-----------------|-----------------------------------|---------------------------------|-------------------------|---------------------------|



| CATEGORY | A | B | C | D |
|----------|--------------------|-------------------|---------------------|--------------------|
| LNAV MDA | 720/24 326 (400-½) | | | 720/50 326 (400-1) |
| CIRCLING | 840-1 446 (500-1) | 860-1 466 (500-1) | 880-1½ 486 (500-1½) | 980-2 586 (600-2) |



| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 5797 |
| 135° | TDZE | 387 |
| | Apt Elev | 394 |

RNAV (GPS) Y RWY 13

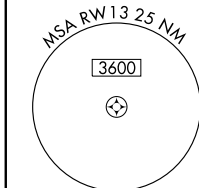
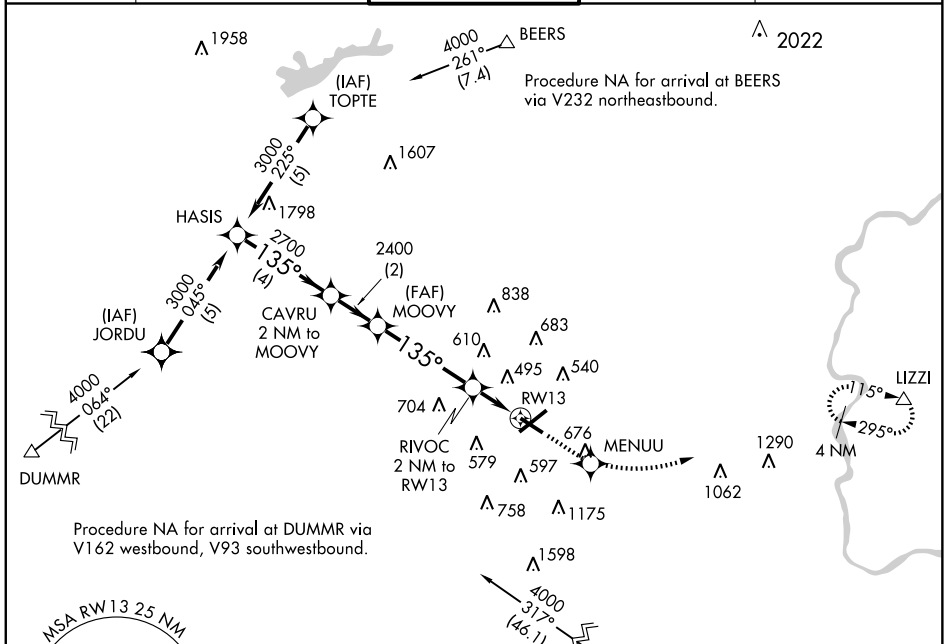
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

T GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
A NA For inoperative MALSR increase LNAV Cat. D
 visibility to 1¼ mile.

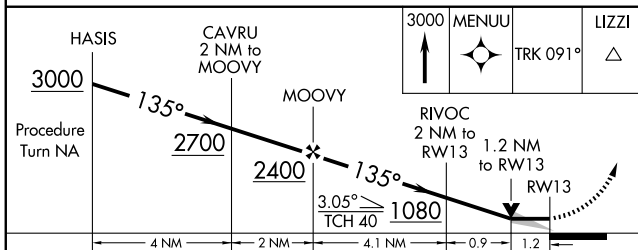
MALSR

MISSED APPROACH: Climb to 3000 direct MENUU WP and via track 091° to LIZZI WP and hold.

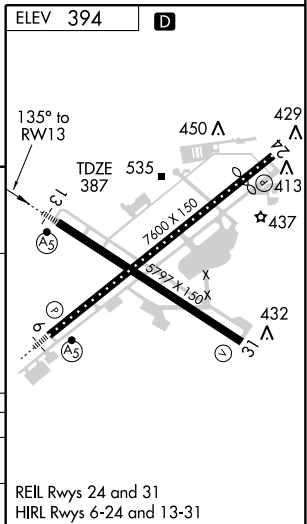
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|-----------------|----------------------------------|--------------------------------|-------------------------|---------------------------|
| ATIS 126.975 | ALLETOWN APP CON 119.65 397.9 | ALLETOWN TOWER 120.5 257.95 | GND CON 121.9 257.95 | CLNC DEL 124.05 257.95 |
|-----------------|----------------------------------|--------------------------------|-------------------------|---------------------------|



Procedure NA for arrival on ARD
VOR/DME airway radials 265 CW 304.




| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|----------------------|
| LNAB MDA | 800-½ 413 (500-½) | | 800-¾ 413 (500-¾) | 800-1 413 (500-1) |
| CIRCLING | 840-1 446 (500-1) | 860-1 466 (500-1) | 880-1½ 486 (500-1½) | 980-2 586 (600-2) |



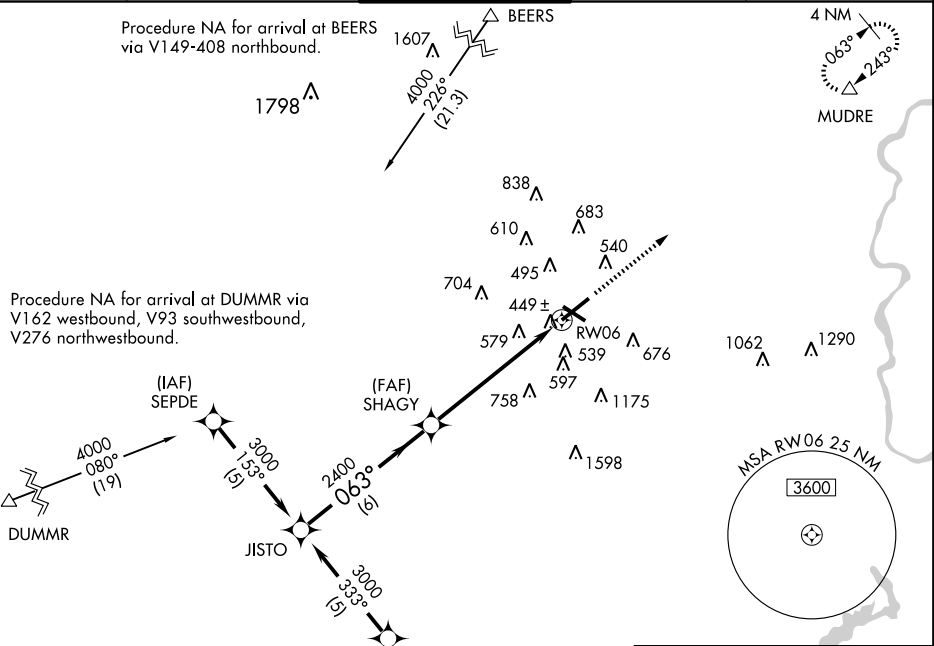
| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 7600 |
| 063° | TDZE | 394 |
| | Apt Elev | 394 |

RNAV (GPS) Z RWY 6

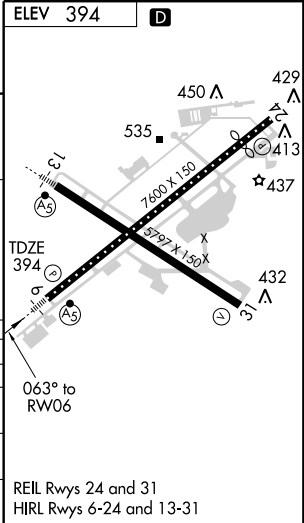
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

| | | | |
|--|--|--|---|
|  NA | GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. BARO-VNAV NA below -15°C (5°F). | MALSR  | MISSED APPROACH: Climb to 3000 direct MUDRE WP and hold. |
|--|--|--|---|

| | | | | |
|-----------------|-----------------------------------|---------------------------------|-------------------------|---------------------------|
| ATIS 126.975 | ALLENTOWN APP CON 119.65 397.9 | ALLENTOWN TOWER 120.5 257.95 | GND CON 121.9 257.95 | CLNC DEL 124.05 257.95 |
|-----------------|-----------------------------------|---------------------------------|-------------------------|---------------------------|



| | | | | |
|---|---------------------|---------------------|---------------------|-------------------|
| Procedure | JISTO | SHAGY | RW06 | MUDRE |
| Turn NA | 3000 | 2400 | 3000 | △ |
| GS 3.00° | 063° | | | |
| TCH 56 | | | | |
| VGSI and descent angles not coincident. | | | | |
| CATEGORY | A | B | C | D |
| GLS PA DA | NA | | | |
| LNAV/DA | 840/50 446 (500-1) | | | |
| LNAV MDA | 840/24 446 (500-½) | 840/40 446 (500-¾) | 840/50 446 (500-1) | |
| CIRCLING | 840-1½ 446 (500-1½) | 860-1½ 466 (500-1½) | 880-1½ 486 (500-1½) | 980-2 586 (600-2) |

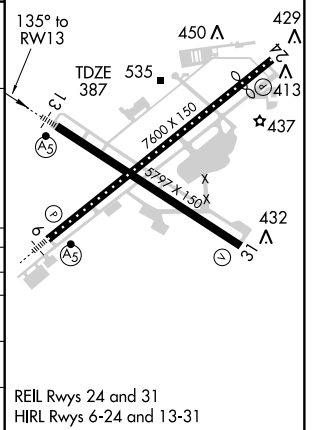
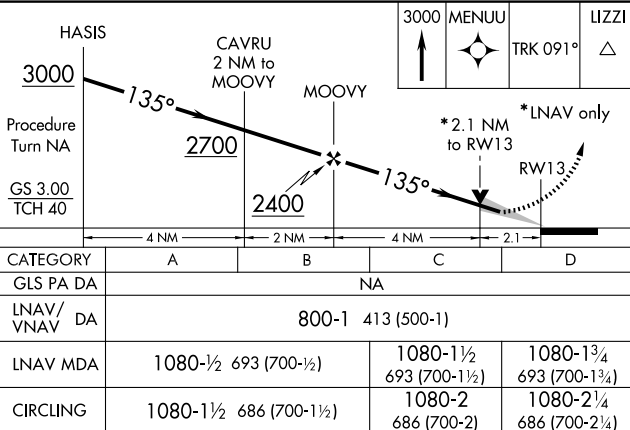
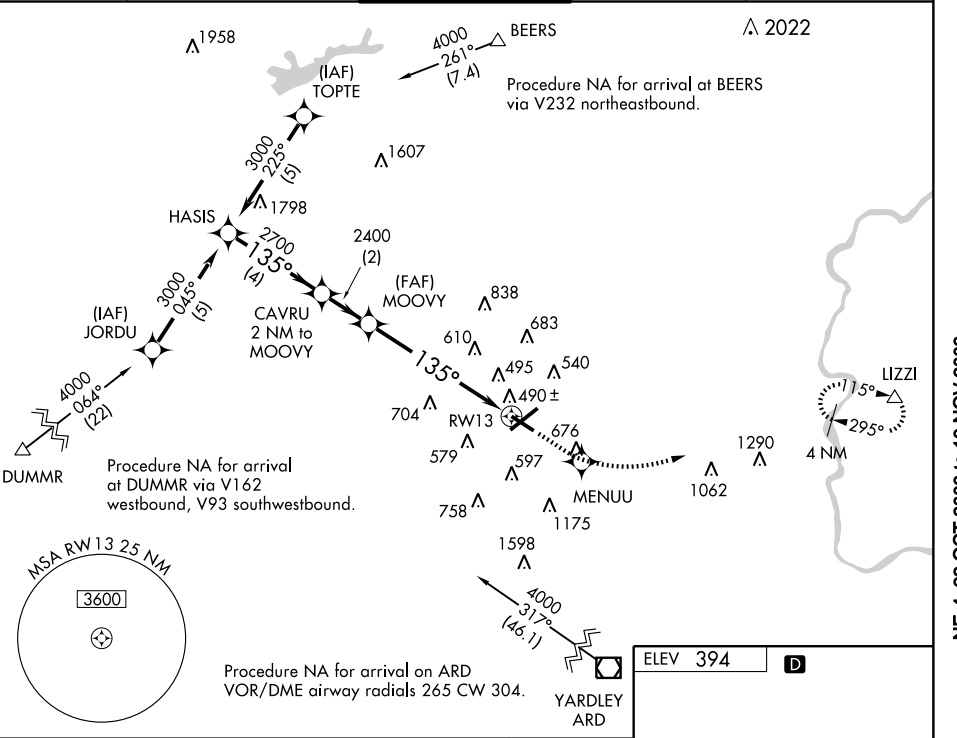


GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
BARO-VNAV NA below -15°C (5°F)

MALSR
A5

MISSED APPROACH: Climb to 3000 direct MENUU WP and via track 091° to LIZZI WP and hold.

| | | | | |
|-----------------|-----------------------------------|---------------------------------|-------------------------|---------------------------|
| ATIS 126.975 | ALLENTOWN APP CON 119.65 397.9 | ALLENTOWN TOWER 120.5 257.95 | GND CON 121.9 257.95 | CLNC DEL 124.05 257.95 |
|-----------------|-----------------------------------|---------------------------------|-------------------------|---------------------------|



NE-4: 22 OCT 2009 to 19 NOV 2009

| | | | |
|---------------------------------|-----------------|-----------------------------|-------------------|
| VORTAC FJC 117.5 Chan 122 | APP CRS 182° | Rwy Idg TDZE Apt Elev | N/A N/A 393 |
|---------------------------------|-----------------|-----------------------------|-------------------|

ALLENTOWN / LEHIGH VALLEY INTL (ABE)

▼

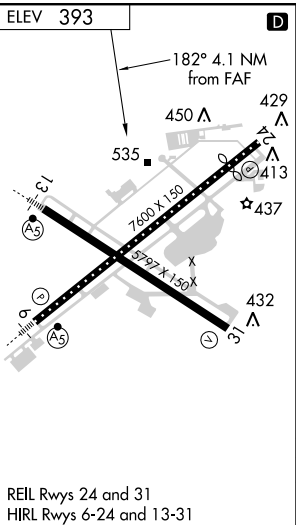
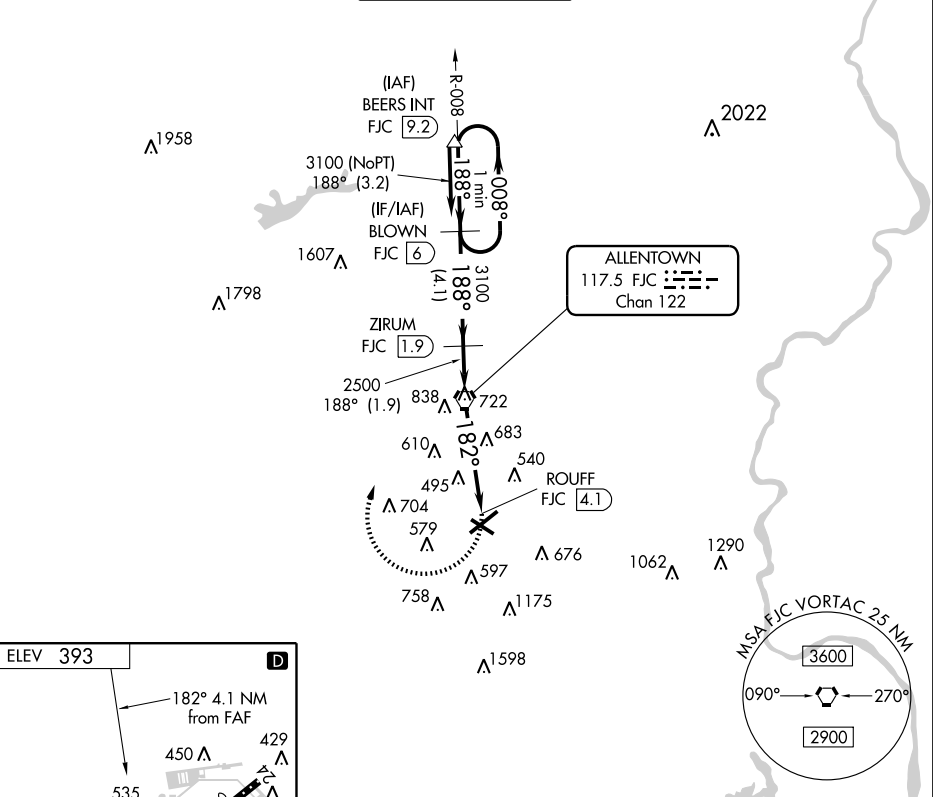
If local altimeter setting not received, use Quakertown

▲

NA altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 3100
direct FJC VORTAC then via FJC R-008 to
BLOWN/6 DME and hold.

| | | | | |
|-----------------|-----------------------------------|---------------------------------|-------------------------|---------------------------|
| ATIS 126.975 | ALLENTOWN APP CON 119.65 397.9 | ALLENTOWN TOWER 120.5 257.95 | GND CON 121.9 257.95 | CLNC DEL 124.05 257.95 |
|-----------------|-----------------------------------|---------------------------------|-------------------------|---------------------------|



| | | | |
|----------------------------|-------|-------------|------------------------|
| One Minute Holding Pattern | | | |
| | | | |
| CATEGORY | A | B | C |
| CIRCLING | 940-1 | 547 (600-1) | 940-1½ 547 (600-1½) |
| | | | D |
| | | | 980-2 587 (600-2) |

NE-4: 22 OCT 2009 to 19 NOV 2009

▼

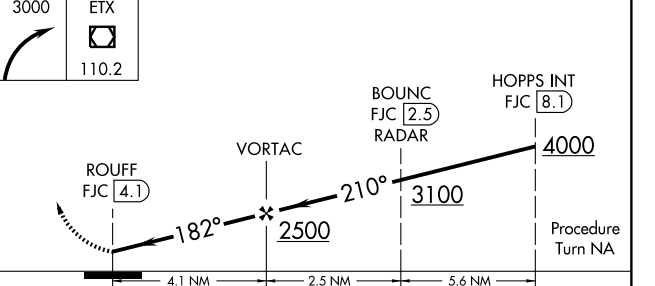
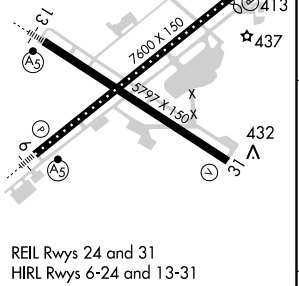
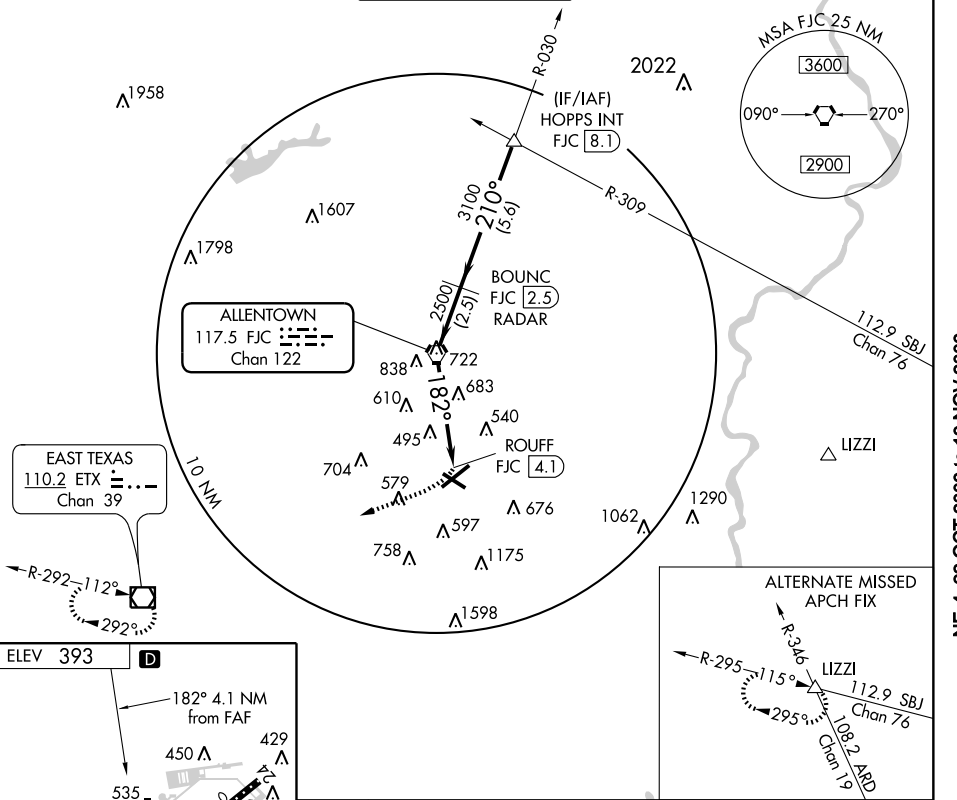
DME or RADAR required.

▲

If local altimeter setting not received, use Quakertown altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 3000 direct ETX VOR/DME and hold.

| | | | | |
|-----------------|-----------------------------------|---------------------------------|-------------------------|---------------------------|
| ATIS 126.975 | ALLENTOWN APP CON 119.65 397.9 | ALLENTOWN TOWER 120.5 257.95 | GND CON 121.9 257.95 | CLNC DEL 124.05 257.95 |
|-----------------|-----------------------------------|---------------------------------|-------------------------|---------------------------|



| FAF to MAP 4.1 NM | | | | | | CATEGORY | A | B | C | D |
|-------------------|------|------|------|------|------|----------|-------|-------------|------------------------|----------------------|
| Knots | 60 | 90 | 120 | 150 | 180 | CIRCLING | 940-1 | 547 (600-1) | 940-1½ 547 (600-1½) | 980-2 587 (600-2) |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 | | | | | |

NE-4: 22 OCT 2009 to 19 NOV 2009

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 3949 |
| 070° | TDZE | 390 |
| | Apt Elev | 399 |

RNAV (GPS) RWY 7

ALLENTOWN-QUEEN CITY MUNI (XLL)

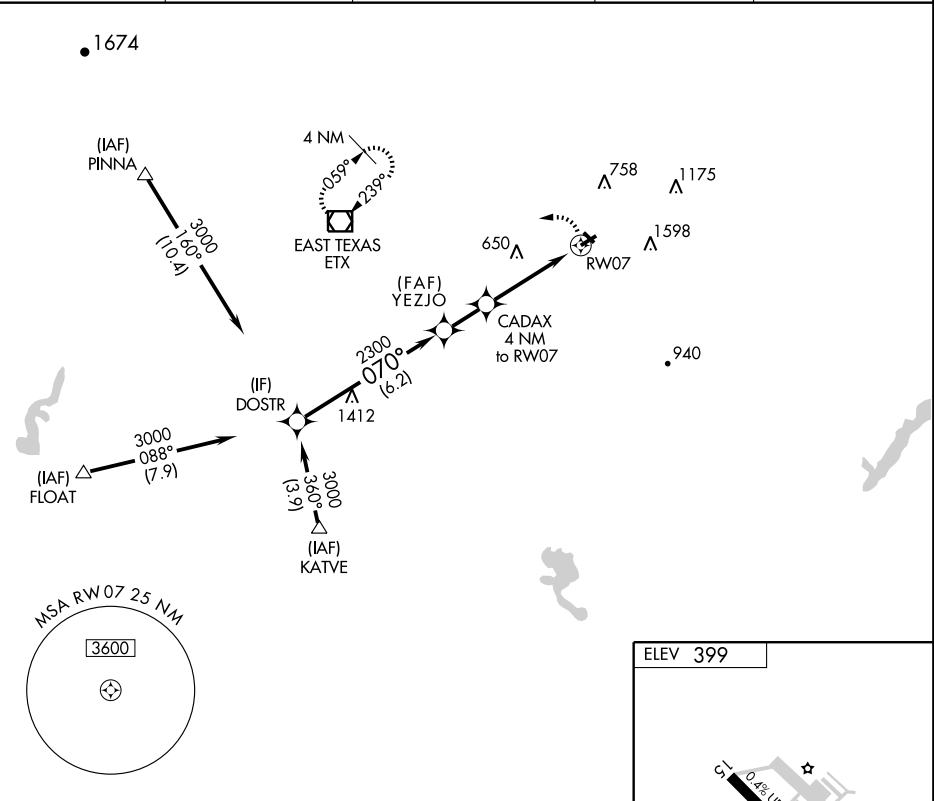
▼ Use Lehigh Valley Intl altimeter setting; when not received, use Quakertown altimeter setting and increase all MDAs 40 feet.

▲ NA Circling NA south of Rwy 7 and 25.

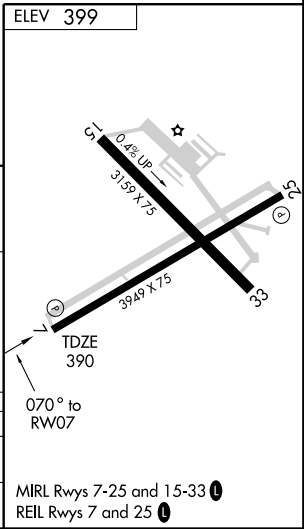
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct ETX VOR/DME and hold.

| | | | | |
|-------------------|----------------------------------|-----------------------------------|-------------------|--------------------------|
| AWOS-3 127.875 | LEHIGH VALLEY ASOS 126.975 | ALLENTOWN APP CON 119.65 397.9 | CLNC DEL 118.9 | UNICOM 122.7 (CTAF) 1 |
|-------------------|----------------------------------|-----------------------------------|-------------------|--------------------------|



| | | | | | | | |
|----------|----------------------|--|----------------------|--|------------------------|--|------|
| | DOSTR | | YEZJO | | CADAX 4 NM to RW07 | | RW07 |
| | 3000 | | 2300 | | 1700 | | |
| | 070° | | 3.05° TCH 41 | | | | |
| | 6.2 NM | | 1.8 NM | | 4 NM | | |
| CATEGORY | A | | B | | C | | D |
| LNAV MDA | 920-1 | | 530 (600-1) | | 920-1½ 530 (600-1½) | | NA |
| CIRCLING | 920-1 521 (600-1) | | 940-1 541 (600-1) | | 940-1½ 541 (600-1½) | | NA |



| | | | |
|-----------|---------|----------|------|
| LOC I-AOO | APP CRS | Rwy Idg | 5465 |
| 111.1 | 206° | TDZE | 1487 |
| | | Apt Elev | 1504 |

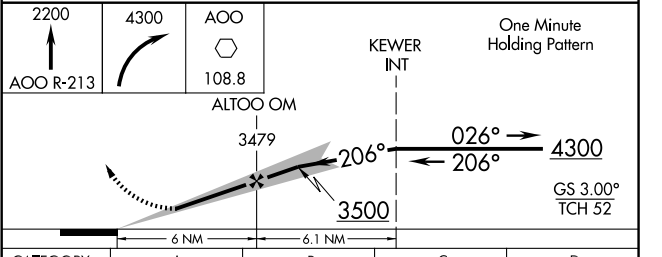
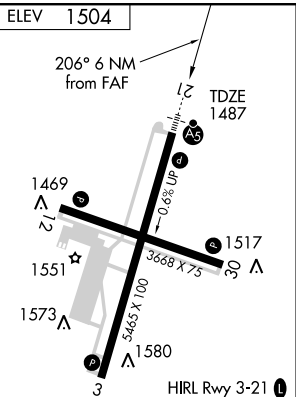
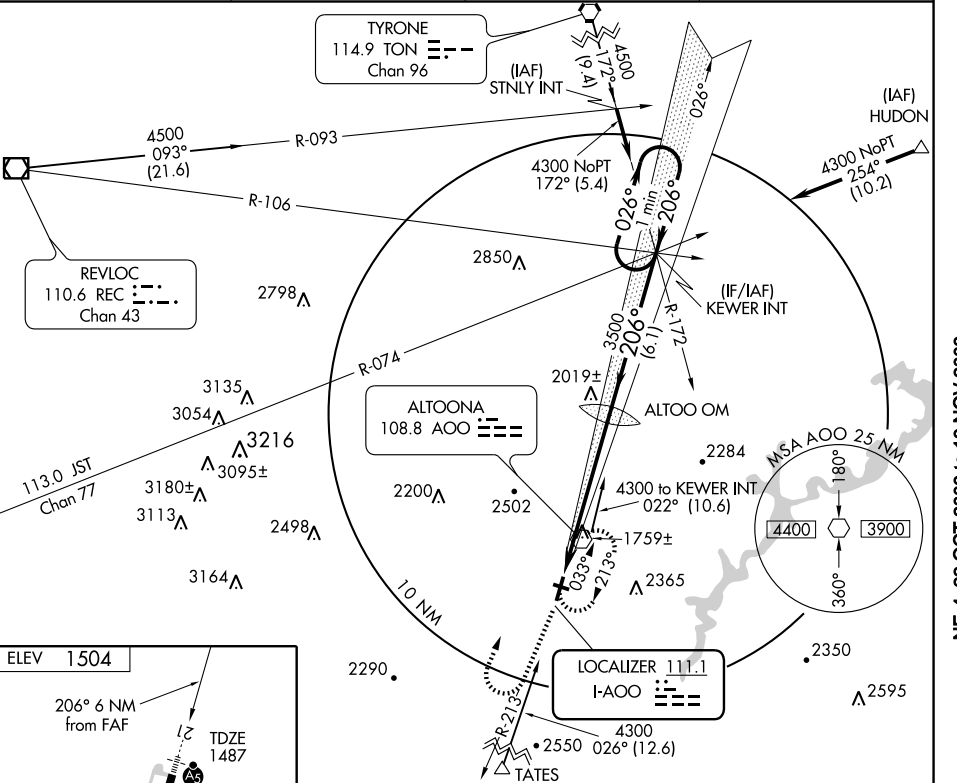
▼

▲

MALS R

MISSED APPROACH: Climb to 2200 via AOO R-213, then climbing right turn to 4300 direct AOO VOR and hold.

| | | | |
|-----------------|---------------------------------|------------------------|-----------------|
| ASOS 127.125 | CLEVELAND CENTER 121.2 299.2 | ALTOONA RADIO 123.6 | CTAF 0 123.6 |
|-----------------|---------------------------------|------------------------|-----------------|






| CATEGORY | | | | | | S-ILS 21 | | | | S-LOC 21 | | | | CIRCLING | | | |
|-------------|--|--|--|--|--|--------------|--|--|--|---------------|--|--|--|---------------|--|--|--|
| A | | | | | | B | | | | C | | | | D | | | |
| 1687-½ | | | | | | 200 (200-½) | | | | 2020-½ | | | | 533 (600-½) | | | |
| 2020-1 | | | | | | 533 (600-1) | | | | 2020-1 | | | | 533 (600-1¼) | | | |
| 2060-1 | | | | | | 556 (600-1) | | | | 2060-1½ | | | | 1016 (1100-3) | | | |
| 516 (600-1) | | | | | | 556 (600-1½) | | | | 1016 (1100-3) | | | | | | | |

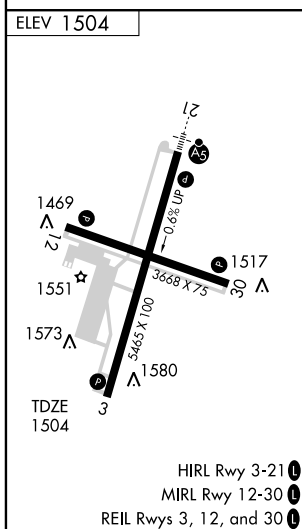
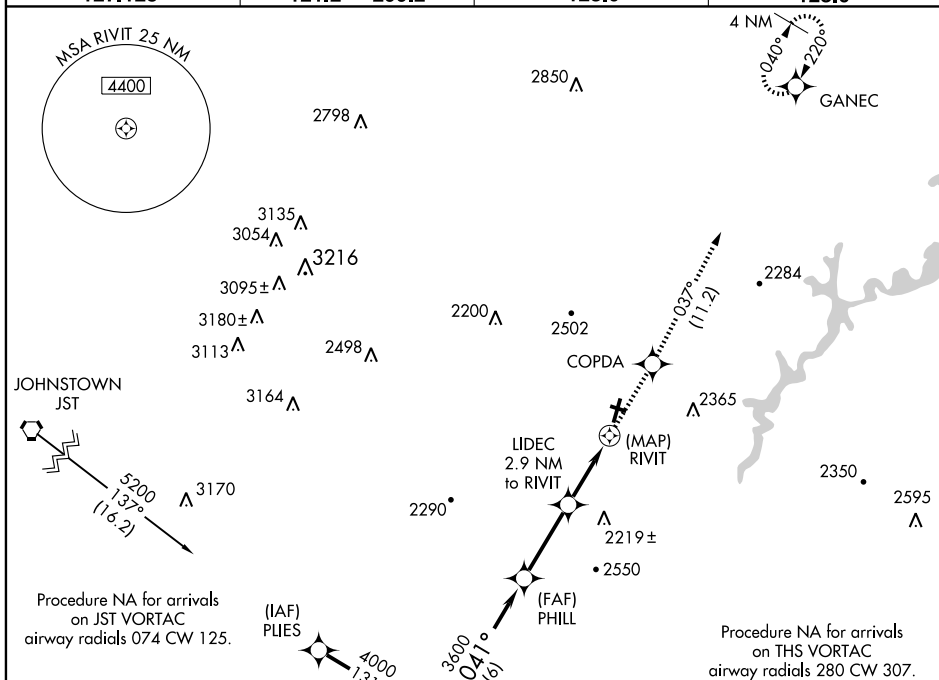
| Knots | | | | | | Min:Sec | | | | | |
|-------|----|-----|-----|-----|--|---------|------|------|------|------|--|
| 60 | 90 | 120 | 150 | 180 | | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 | |

NE-4, 22 OCT 2009 to 19 NOV 2009

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 5465 |
| 041° | TDZE | 1504 |
| | Apt Elev | 1504 |

RNAV (GPS) RWY 3
ALTOONA-BLAIR COUNTY (A00)

| | | | |
|---|--|---|--|
|   DME/DME RNP-0.3 NA. | | MISSED APPROACH: Climb to 5000 direct COPDA and via 037° track to GANEC and hold. | |
| ASOS 127.125 | CLEVELAND CENTER 121.2 299.2 | ALTOONA RADIO 123.6 | CTAF  123.6 |



| | | | | | | | |
|-----------|-----------------------|-------------------------|-------------------------|-------------------------|--|--|--|
| 5000 ↑ | COPDA ✦ | 037° track | GANEC ✦ | | | | |
| | 0.5 | 2.9 | 3.1 NM | 6 NM | | | |
| CATEGORY | A | B | C | D | | | |
| LNAV MDA | 2340-1 836 (900-1) | 2340-1¼ 836 (900-1¼) | 2340-2½ 836 (900-2½) | 2340-2¾ 836 (900-2¾) | | | |
| CIRCLING | 2340-1 836 (900-1) | 2340-1¼ 836 (900-1¼) | 2340-2½ 836 (900-2½) | 2620-3 1116 (1200-3) | | | |

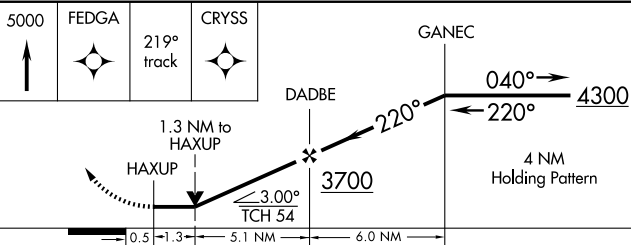
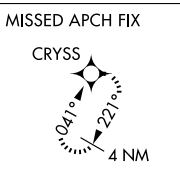
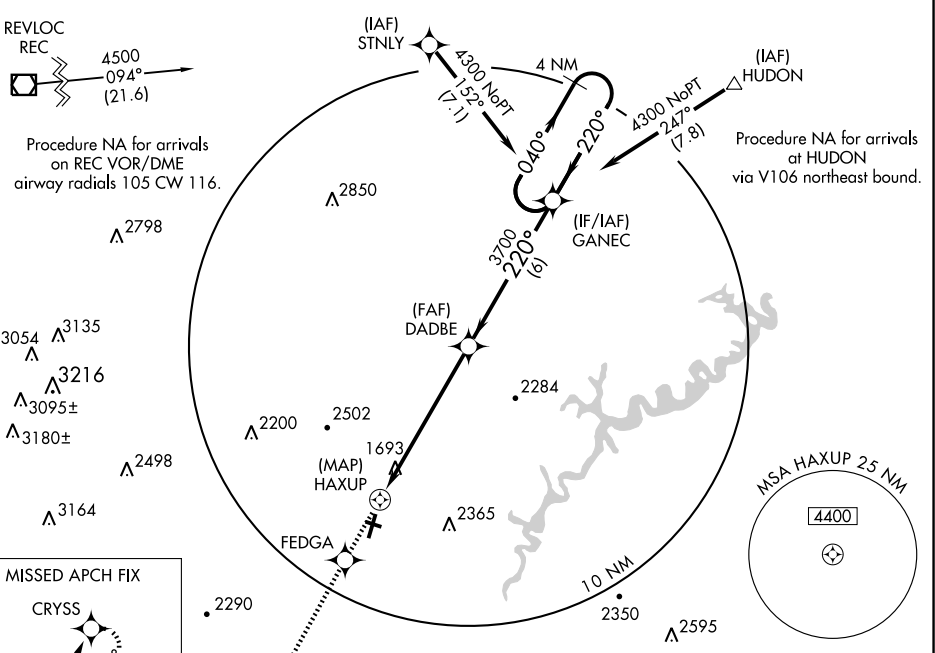
| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 5465 |
| 220° | TDZE | 1487 |
| | Apt Elev | 1504 |

RNAV (GPS) Y RWY 21

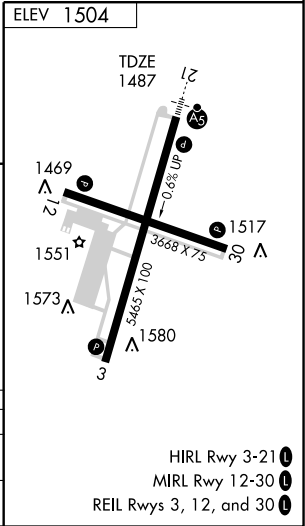
ALTOONA-BLAIR COUNTY (A00)

| | | |
|---|--------------------|---|
| <p>DME/DME RNP-0.3 NA. Circling to Rwy 30 NA at night. For inoperative MALS, increase LNAV Cats A and B visibility to 1 mile.</p> | <p>MALS</p> | <p>MISSED APPROACH: Climb to 5000 direct FEDGA and via 219° track to CRYSS and hold, continue climb-in-hold to 5000.</p> |
|---|--------------------|---|

| | | | |
|------------------------|--|-------------------------------|-------------------|
| ASOS 127.125 | CLEVELAND CENTER 121.2 299.2 | ALTOONA RADIO 123.6 | CTAF 123.6 |
|------------------------|--|-------------------------------|-------------------|



| CATEGORY | A | B | C | D |
|----------|--------------------|----------------------|----------------------|----------------------|
| LNAV MDA | 2080-¾ 593 (600-¾) | 2080-1 593 (600-1) | 2080-1½ 593 (600-1½) | 2080-2 593 (600-2) |
| CIRCLING | 2080-1 576 (600-1) | 2080-1½ 576 (600-1½) | 2080-2 576 (600-2) | 2080-2½ 576 (600-2½) |

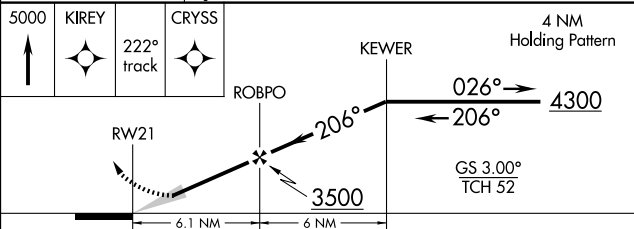
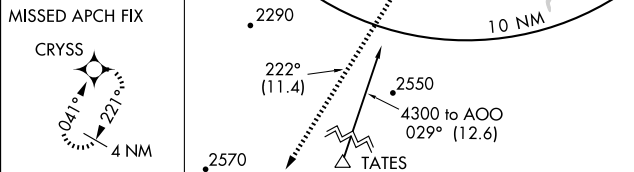
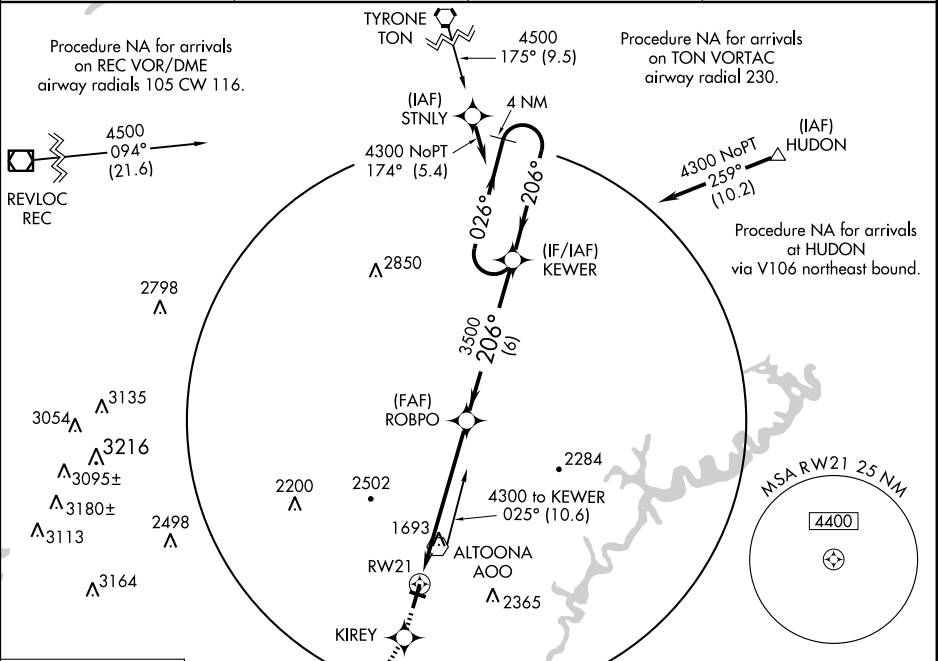


| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 90105 W21A | APP CRS 206° | Rwy Idg TDZE Apt Elev | 5465 1487 1504 |
|--|------------------------|-----------------------------|---|

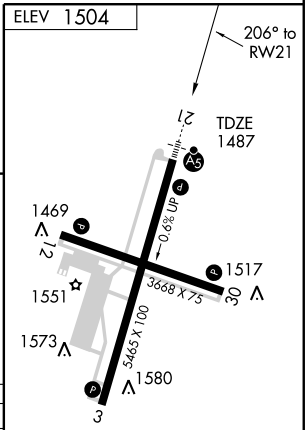
RNAV (GPS) Z RWY 21
ALTOONA-BLAIR COUNTY (A00)

| | | |
|--|-------|---|
| DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat A-D visibility to 1½ mile. | MALSR | MISSED APPROACH: Climb to 5000 direct KIREY and via 222° track to CRYSS and hold, continue climb-in-hold to 5000. |
|--|-------|---|

| | | | |
|------------------------|--|-------------------------------|-------------------|
| ASOS 127.125 | CLEVELAND CENTER 121.2 299.2 | ALTOONA RADIO 123.6 | CTAF 123.6 |
|------------------------|--|-------------------------------|-------------------|



| CATEGORY | A | B | C | D |
|--------------|--------|-------------|---|---|
| LPV DA | 1800-¾ | 313 (400-¾) | | |
| LNAP/VNAV DA | | NA | | |
| LNAP MDA | | NA | | |



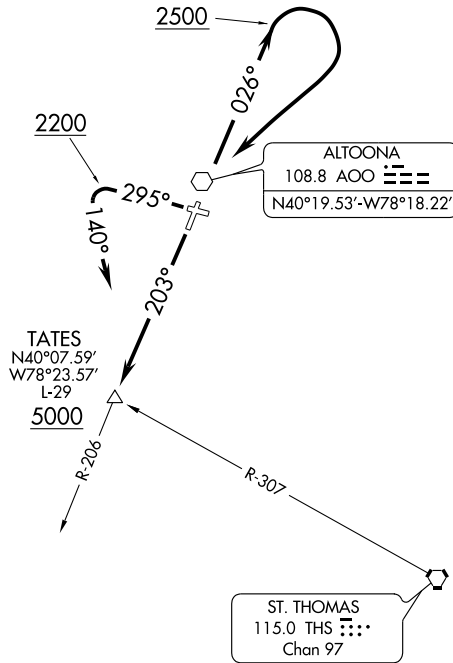
HIRL Rwy 3-21

MIRL Rwy 12-30

REIL Rws 3, 12, and 30

TATES THREE DEPARTURE

CLEVELAND CENTER
121.2 299.2
CTAF 123.0
ASOS 127.125
ALTOONA RADIO
123.6

TAKE-OFF MINIMUMS:

Rwy 12, NA - Obstacles.

Rwy 3, STANDARD.

Rwy 21, STANDARD with minimum climb of 350 feet per NM to 5000.

Rwy 30, STANDARD with the following minimum climb requirements: Obstacle
climb of 210 feet per NM to 2500; ATC climb of 250 feet per NM to 5000.

TAKE-OFF OBSTACLES:

- Rwy 3: Numerous trees 1537' from DER, 904' left of centerline, 100' AGL/1554' MSL.
Numerous trees 5759' from DER, 1600' right of centerline, 100' AGL/1642' MSL.
- Rwy 21: Numerous trees 2541' from DER, 369' left of centerline, 100' AGL/1583' MSL.
Numerous trees 1080' from DER, 511' right of centerline, 100' AGL/1550' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb direct AOO VOR, then via AOO R-026 to 2500, then
climbing right turn direct AOO VOR, then via AOO R-206 to TATES INT....

TAKE-OFF RUNWAY 21: Climb via heading 203° and AOO R-206 to TATES INT....



TAKE-OFF RUNWAY 30: Climb via heading 295° to 2200, then climbing left turn
heading 140° to intercept AOO R-206 to TATES INT....


...Cross TATES INT at or above 5000. Then via (assigned route).

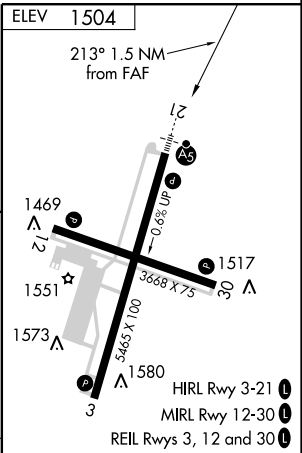
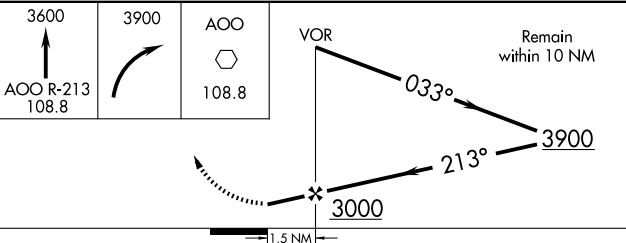
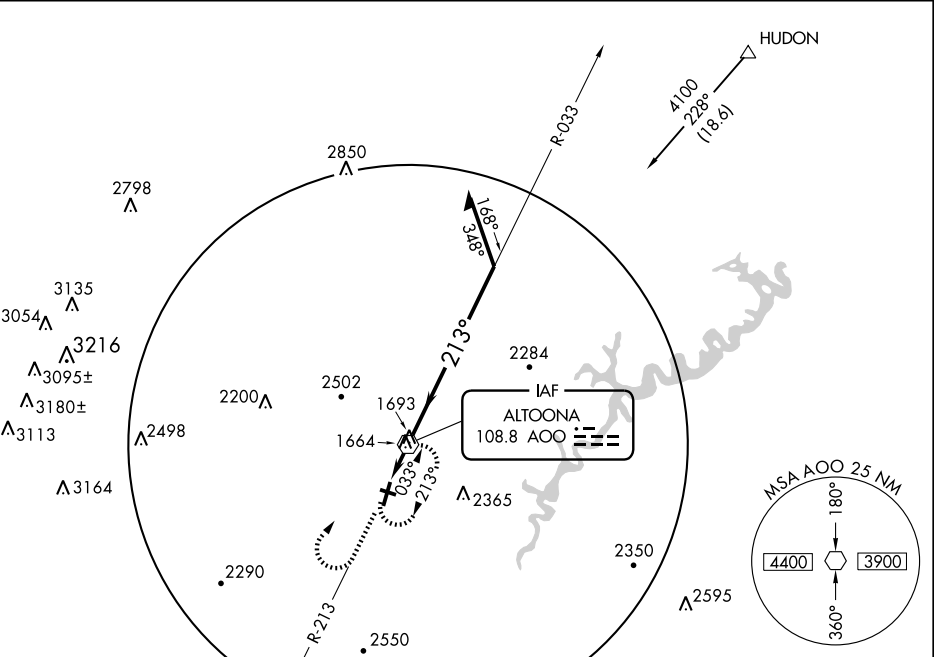
| | | | |
|------------------|-----------------|-----------------------------|--------------------|
| VOR AOO 108.8 | APP CRS 213° | Rwy Idg TDZE Apt Elev | N/A N/A 1504 |
|------------------|-----------------|-----------------------------|--------------------|

VOR-A

ALTOONA-BLAIR COUNTY (A00)

| | |
|--|---|
|   | MISSED APPROACH: Climb to 3600 via AOO R-213, then climbing right turn to 3900 direct AOO VOR and hold. |
|--|---|

| | | | |
|-----------------|---------------------------------|------------------------|---|
| ASOS 127.125 | CLEVELAND CENTER 121.2 299.2 | ALTOONA RADIO 123.6 | CTAF  123.6 |
|-----------------|---------------------------------|------------------------|---|



| CATEGORY | A | B | C | D | FAF to MAP 1.5 NM | | | | | |
|----------|---------|---------------|--------------------------|-------------------------|-------------------|------|------|------|------|------|
| CIRCLING | 2420-1¼ | 916 (1000-1¼) | 2420-2¾ 916 (1000-2¾) | 2620-3 1116 (1200-3) | Knots | 60 | 90 | 120 | 150 | 180 |
| | | | | | Min:Sec | 1:30 | 1:00 | 0:45 | 0:36 | 0:30 |

NE-4, 22 OCT 2009 to 19 NOV 2009

WILT THREE DEPARTURE

CLEVELAND CENTER

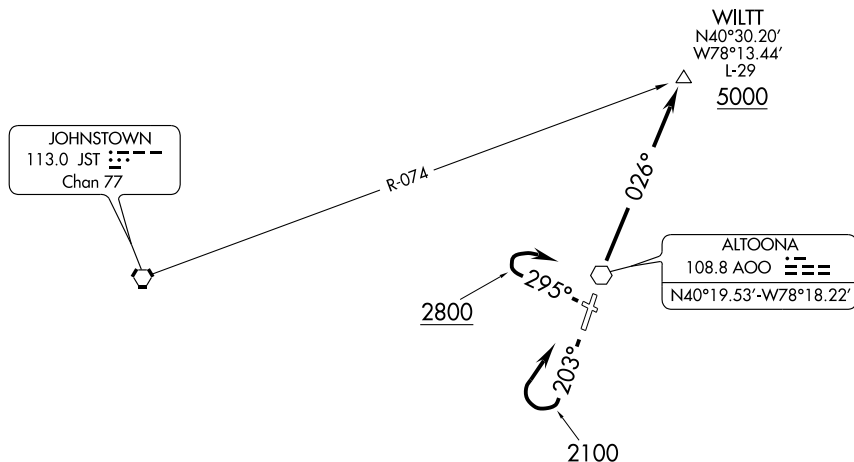
121.2 299.2

CTAF 123.0

ASOS 127.125

ALTOONA RADIO

123.6



TAKE-OFF MINIMUMS:

Rwy 12, NA - Obstacles.

Rwy 3, STANDARD with minimum climb of 280 feet per NM to 5000 (ATC).

Rwy 21, STANDARD with minimum climb of 300 feet per NM to 2300.

Rwy 30, STANDARD with minimum climb of 275 feet per NM to 2800.

TAKE-OFF OBSTACLES:

- Rwy 3: Numerous trees 1537' from DER, 904' left of centerline, 100' AGL/1554' MSL.
 Numerous trees 5759' from DER, 1600' right of centerline, 100' AGL/1642' MSL.
- Rwy 21: Numerous trees 2541' from DER, 369' left of centerline, 100' AGL/1583' MSL.
 Numerous trees 1080' from DER, 511' right of centerline, 100' AGL/1550' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb direct AOO VOR. Then via AOO R-026 to WILT INT....

TAKE-OFF RUNWAY 21: Fly heading 203° to 2100, then climbing right turn direct AOO VOR, then via AOO R-026 to WILT INT....

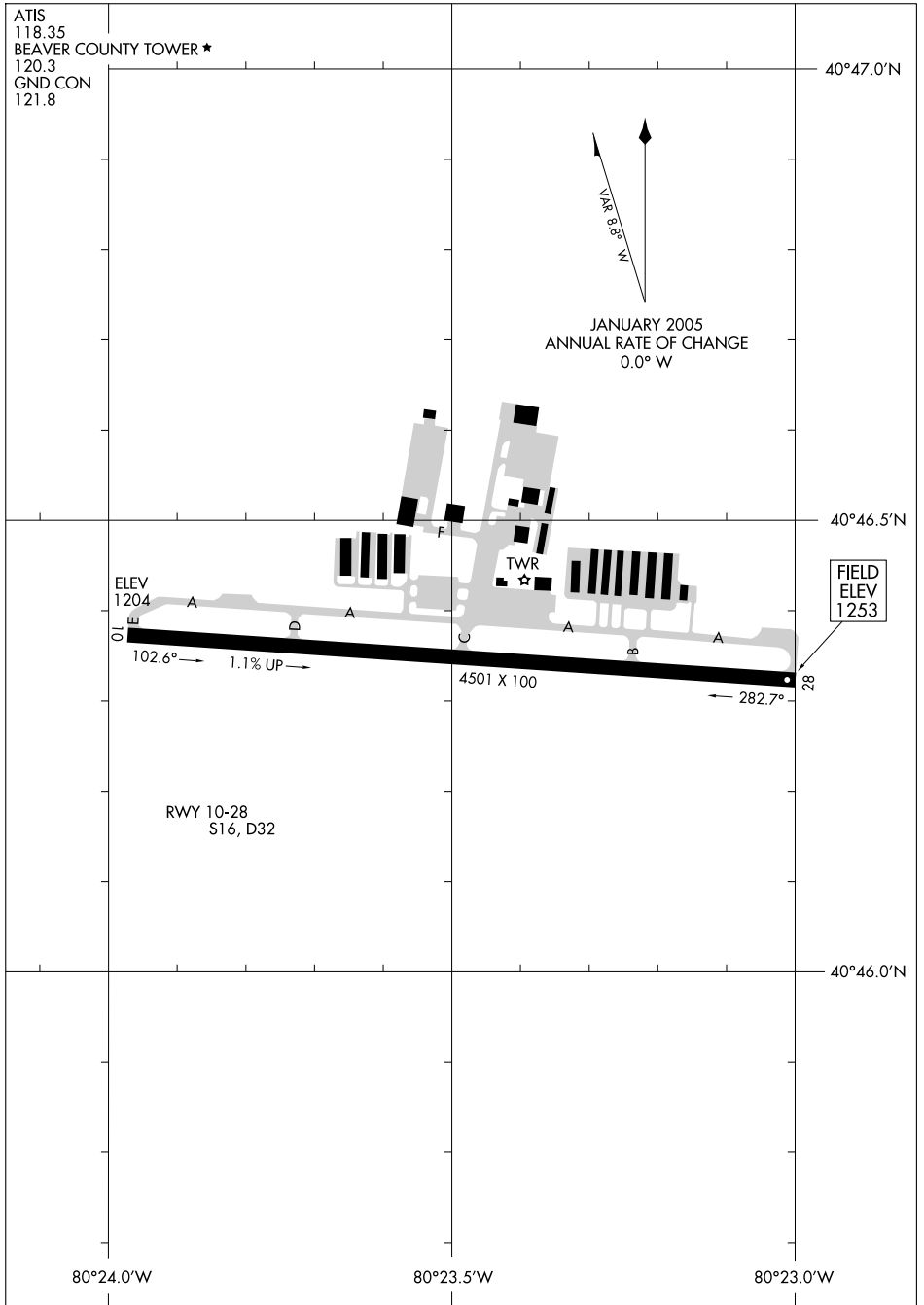
TAKE-OFF RUNWAY 30: Fly heading 295° to 2800, then climbing right turn direct AOO VOR, then via AOO R-026 to WILT INT....

....Cross WILT INT at or above 5000. Then via (assigned route).

AIRPORT DIAGRAM

AL-5206 (FAA)

BEAVER FALLS/ BEAVER COUNTY (BVI)
BEAVER FALLS, PENNSYLVANIA



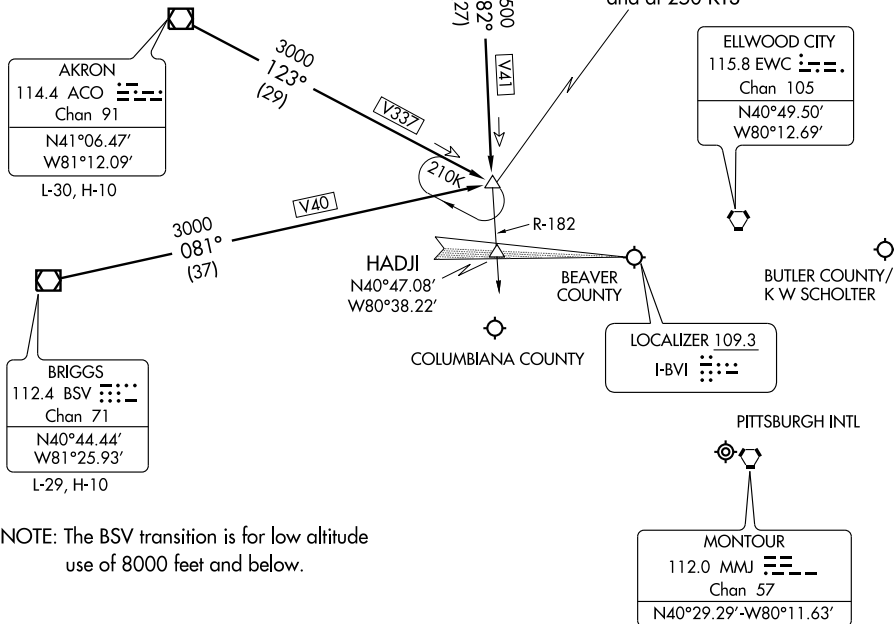
NE-4, 22 OCT 2009 to 19 NOV 2009

PITTSBURGH APP CON
121.25 337.4
BEAVER COUNTY ATIS
118.35
PITTSBURGH INTL ATIS
APR 127.25
BUTLER COUNTY/
KW SCHOLTER FIELD
AWOS-3 133.825

YOUNGSTOWN
109.0 YNG
Chan 27
N41°19.86'
W80°40.48'
L-30, H-10

CUTTA
N40°52.58'-W80°38.59'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

PIT WEST FLOW:
Expect clearance to cross at 10,000'
PIT EAST FLOW:
Expect clearance to cross at 10,000'
and at 250 KTS



NOTE: The BSV transition is for low altitude use of 8000 feet and below.

NOTE: Chart not to scale.

AKRON TRANSITION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123 to CUTTA INT. Thence. . . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081 to CUTTA INT. Thence. . . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via YNG R-182 to CUTTA INT. Thence. . . .

. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

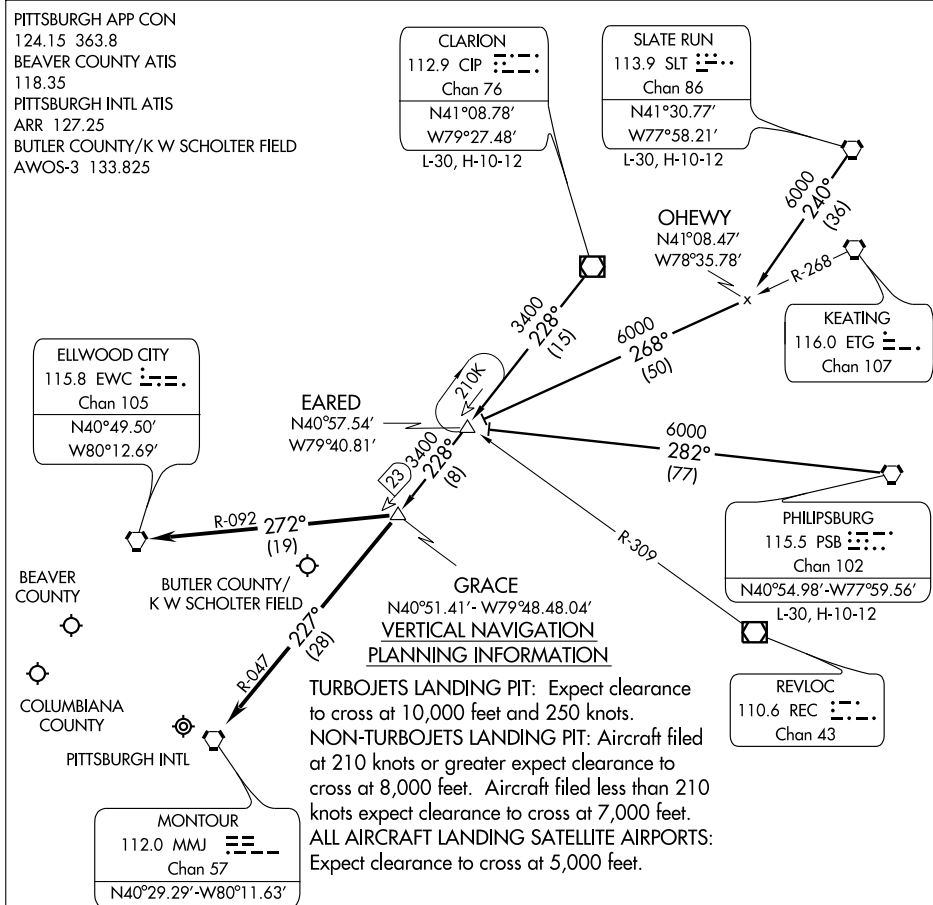
BVI (EAST FLOW) direct HADJI

(WEST FLOW) direct EWC

BTP and 02G direct EWC

GRACE TWO ARRIVAL

PITTSBURGH, PENNSYLVANIA



NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE2): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE2): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

SLATE RUN TRANSITION (SLT.GRACE2): From over SLT VORTAC via SLT R-240 to ETG R-268 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after Grace Int.

Direct EWC, direct Beaver County.

Direct EWC, direct Bulter County/K W Scholter Field.

Direct EWC, direct Columbiana County.

| | | | |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-BVI 109.3 | APP CRS 101° | Rwy Idg TDZE Apt Elev | 4501 1238 1253 |
|---------------------------|------------------------|-----------------------------|---|

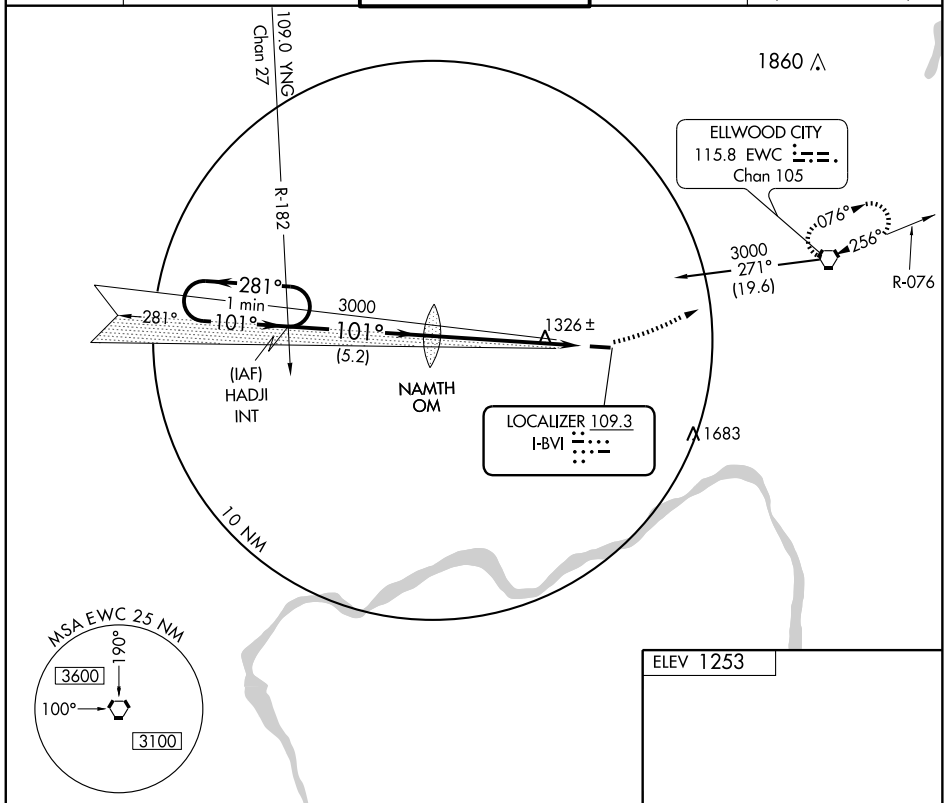
LOC RWY 10

BEAVER FALLS/BEAVER COUNTY (BVI)

▼ When local altimeter setting not received, use Greater Pittsburgh altimeter setting and increase all MDAs 60 feet.

MISSSED APPROACH: Climbing left turn to 3000 direct EWC VORTAC and hold.

| | | | | |
|-----------------------|---|--|-------------------------|--|
| ATIS 118.35 | PITTSBURGH APP CON 124.75 338.2 | BEAVER COUNTY TOWER ★ 120.3 (CTAF) 0 | GND CON 121.8 | CLNC DEL 124.85 (when tower closed) |
|-----------------------|---|--|-------------------------|--|



| CATEGORY | A | B | C | D |
|----------|--------|-------------|-----------------|-----------------|
| S-10 | 1580-1 | 342 (400-1) | 1580-1 1/4 | 342 (400-1 1/4) |
| CIRCLING | 1720-1 | 467 (500-1) | 1720-1 1/2 | 1820-2 |
| | | | 467 (500-1 1/2) | 567 (600-2) |

| | | | | |
|---------------|--------------------|-------------------|-------------------------|----------------------------------|
| ELEV 1253 | TDZE 1238 | 1.1% UP | 4501 X 100 | 101° 5.6 NM from FAF |
| MRL Rwy 10-28 | REIL Rws 10 and 28 | FAF to MAP 5.6 NM | Knots 60 90 120 150 180 | Min:Sec 5:36 3:44 2:48 2:14 1:52 |

| | | | |
|------------|---------|----------|------|
| VORTAC EWC | APP CRS | Rwy Idg | 4501 |
| 115.8 | 256° | TDZE | 1253 |
| Chan 105 | | Apt Elev | 1253 |

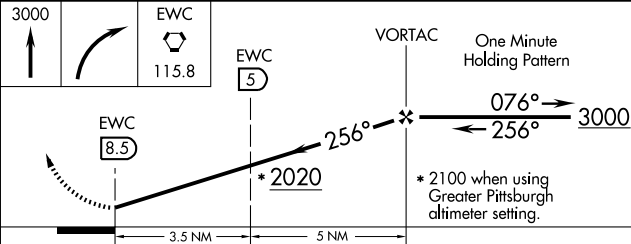
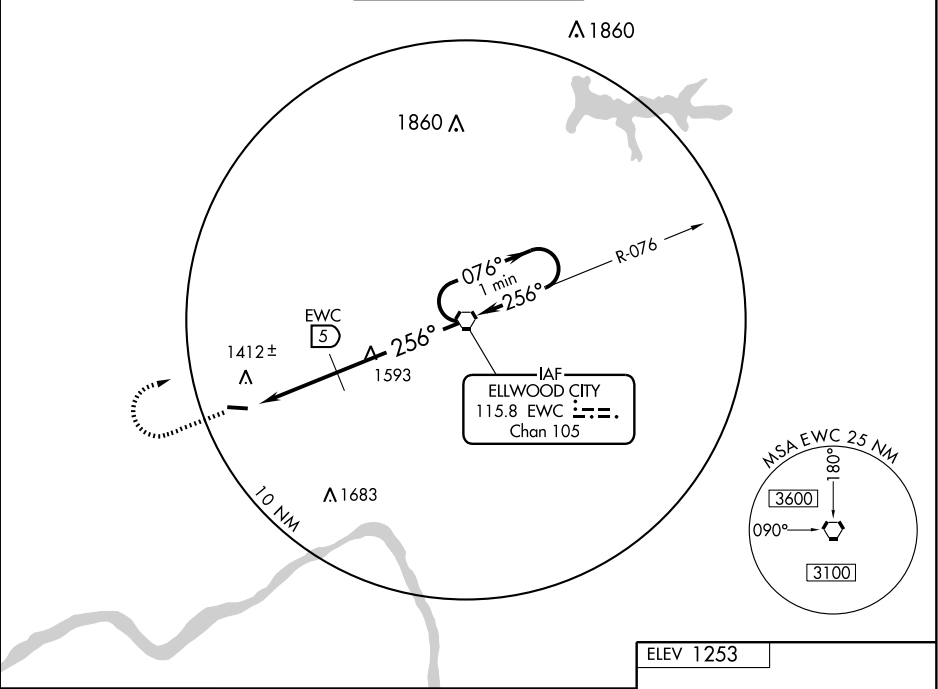
VOR or GPS RWY 28
BEAVER FALLS / BEAVER COUNTY (BVI)

▼ When local altimeter setting not received, use Greater Pittsburgh altimeter setting, and increase all MDAs 80 feet and visibility CAT C and D ¼ mile.

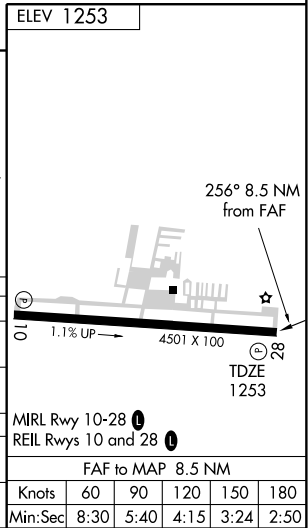
▲ NA

MISSED APPROACH: Climb to 3000, then right turn direct EWC VORTAC and hold.

| | | | | |
|--------|--------------------|-----------------------|---------|-------------------------------|
| ATIS | PITTSBURGH APP CON | BEAVER COUNTY TOWER ★ | GND CON | CLNC DEL |
| 118.35 | 124.75 338.2 | 120.3 (CTAF) 0 | 121.8 | 124.85 (when tower closed) |



| CATEGORY | A | B | C | D |
|--------------|-----------------------|---------------------------|---------------------------|---------------------------|
| S-28 | 2020-1 767 (800-1) | 2020-1 ¼ 767 (800-1 ¼) | 2020-2 ¼ 767 (800-2 ¼) | 2020-2 ½ 767 (800-2 ½) |
| CIRCLING | 2020-1 767 (800-1) | 2020-1 ¼ 767 (800-1 ¼) | 2020-2 ¼ 767 (800-2 ¼) | 2020-2 ½ 767 (800-2 ½) |
| DME MINIMUMS | | | | |
| S-28 | 1680-1 427 (500-1) | 1680-1 ¼ 427 (500-1 ¼) | 1680-1 ½ 427 (500-1 ½) | |
| CIRCLING | 1720-1 467 (500-1) | 1720-1 ½ 467 (500-1 ½) | 1820-2 567 (600-2) | |



APP CRS
137°

Rwy Idg
TDZE
1163
Apt Elev
1163

RNAV (GPS) RWY 14

BEDFORD COUNTY (HMT)

▼

▲ NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Altoona altimeter setting and increase all MDA 100 feet, LNAV visibility Cats C and D ¼ mile and Circling Cat C ½ mile.

MISSED APPROACH: Climb to 5000 direct ASUTE and hold, continue climb-in-hold to 5000.

| | | |
|-------------------|---------------------------------|--------------------------|
| AWOS-3 123.675 | CLEVELAND CENTER 124.4 327.1 | UNICOM 122.7 (CTAF) 0 |
|-------------------|---------------------------------|--------------------------|

Procedure NA for arrivals on JST VORTAC
airway radials 096 CW 125.

ELEV 1163

137° to RW14

TDZE 1163

5005 x 75

REIL Rwy 14 and 32 0

MIRL Rwy 14-32 0

| | | | | | | | | | |
|-------------------|-----------------------|---|---------------------------|---------------------------|--|------|--|--|--|
| COGEN | | EJFOT | | CEDMA | | RW14 | | | |
| 4400 | | 3800 | | 3000 | | | | | |
| Procedure Turn NA | | VGSi and descent angles not coincident. | | 5000 ASUTE | | | | | |
| 3.4 NM | | 2.7 NM | | 4.9 NM | | | | | |
| CATEGORY | A | B | C | D | | | | | |
| LNAV MDA | 1940-1 777 (800-1) | 1940-1 ¼ 777 (800-1 ¼) | 1940-2 ¼ 777 (800-2 ¼) | 1940-2 ½ 777 (800-2 ½) | | | | | |
| CIRCLING | 1940-1 777 (800-1) | 1960-1 ¼ 797 (800-1 ¼) | 1960-2 ¼ 797 (800-2 ¼) | 2120-3 957 (1000-3) | | | | | |

NE-4: 22 OCT 2009 to 19 NOV 2009

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 5005 |
| 317° | TDZE | 1161 |
| | Apt Elev | 1163 |

RNAV (GPS) RWY 32

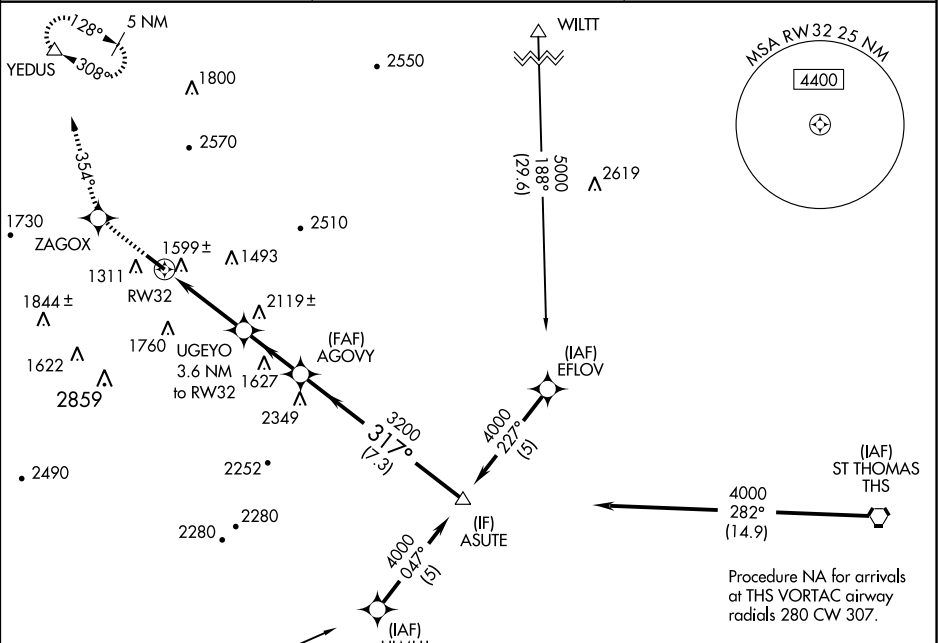
BEDFORD COUNTY (HMZ)

▼ DME/DME RNP-0.3 NA. VDP NA when using Altoona altimeter setting. When local altimeter setting not received, use Altoona altimeter setting and increase all MDA 100 feet, LNAV visibility Cats B/C/D ¼ mile and Circling Cat C ½ mile.

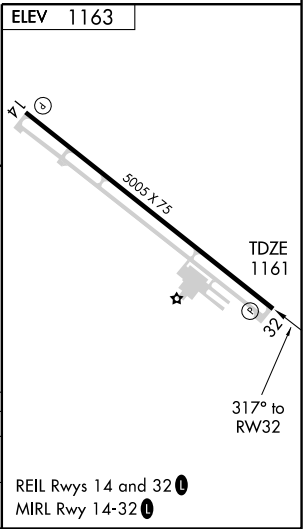
▲ NA

MISSED APPROACH: Climb to 5000 direct ZAGOX and via 354° track to YEDUS and hold, continue climb-in-hold to 5000.

| | | |
|-------------------|---------------------------------|--------------------------|
| AWOS-3 123.675 | CLEVELAND CENTER 124.4 327.1 | UNICOM 122.7 (CTAF) 0 |
|-------------------|---------------------------------|--------------------------|



| | | | | |
|---|-----------------------|---------------------------|---------------------------|---------------------------|
| Procedure NA for arrivals on GRV VOR/DME airway radials 092 CW 130. | | | | |
| Procedure NA for arrivals on GRV VOR/DME airway radials 092 CW 130. | | | | |
| 5000 | ZAGOX | YEDUS | AGOVY | ASUTE |
| ↑ | 354° track | △ | | 4000 |
| Procedure Turn NA | | | | |
| VGS and descent angles not coincident. | | | | |
| 1.5 NM to RW32, 2.1 NM to RW32, 2.6 NM, 7.3 NM | | | | |
| RW32, 1.5, 2.1 NM, 2.6 NM, 7.3 NM | | | | |
| UGEYO 3.6 NM to RW32, 3.37 TCH 50 | | | | |
| 2500, 3200, 317° | | | | |
| CATEGORY | A | B | C | D |
| LNAV MDA | 1860-1 | 699 (700-1) | 1860-2 699 (700-2) | 1860-2 ¼ 699 (700-2 ¼) |
| CIRCLING | 1900-1 737 (800-1) | 1960-1 ¼ 797 (800-1 ¼) | 1960-2 ¼ 797 (800-2 ¼) | 2120-3 957 (1000-3) |



| | | | |
|--|------------------------|-----------------------------|---|
| VORTAC THS 115.0 Chan 97 | APP CRS 296° | Rwy Idg TDZE Apt Elev | N/A N/A 1163 |
|--|------------------------|-----------------------------|---|

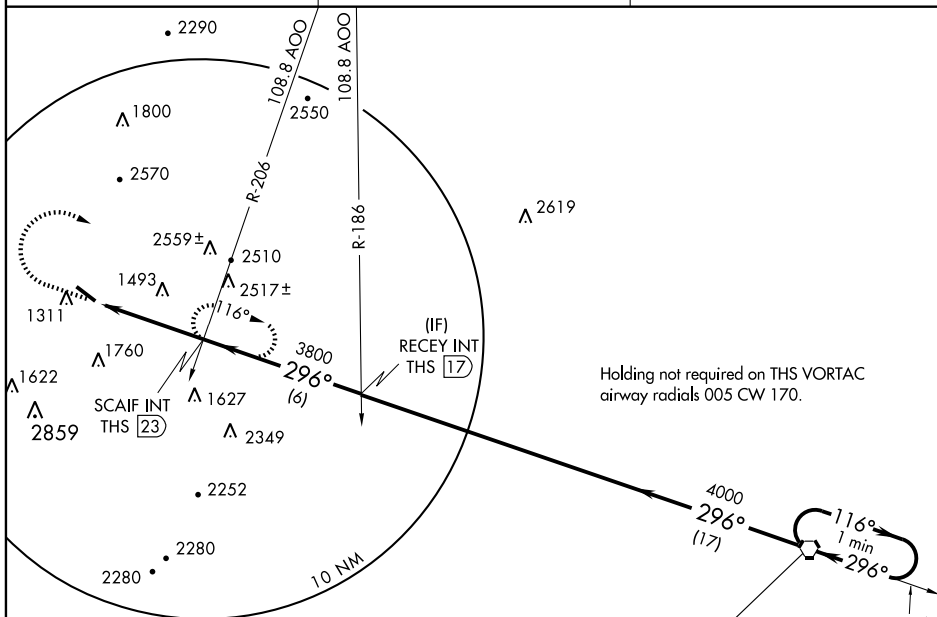
VOR-A
BEDFORD COUNTY (HMZ)

T When local altimeter setting not received, use Altoona
A NA altimeter setting and increase MDA 100 feet.

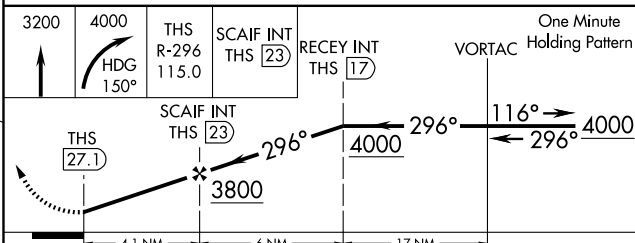
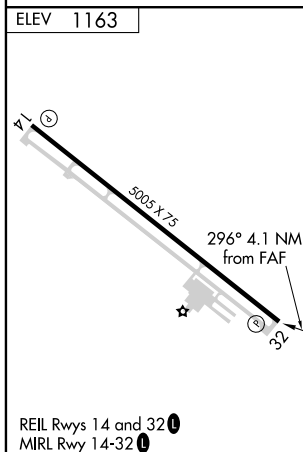
MISSED APPROACH: Climb to 3200 then climbing right turn to 4000 via heading 150° and THS VORTAC R-296 to SCAIF INT/23 DME and hold.

AWOS-3
123.675

CLEVELAND CENTER
124.4 327.1

UN|COM
122.7 (CTAF) **L**

| | |
|------|------|
| ELEV | 1163 |
|------|------|



NE-4. 22 OCT 2009 to 19 NOV 2009

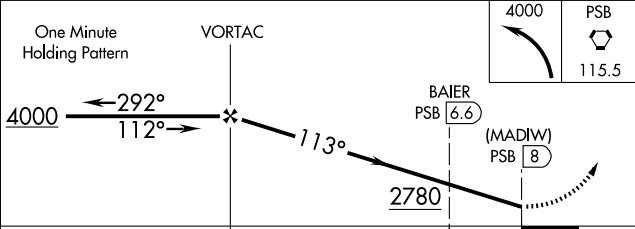
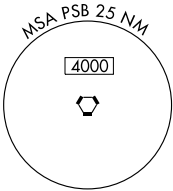
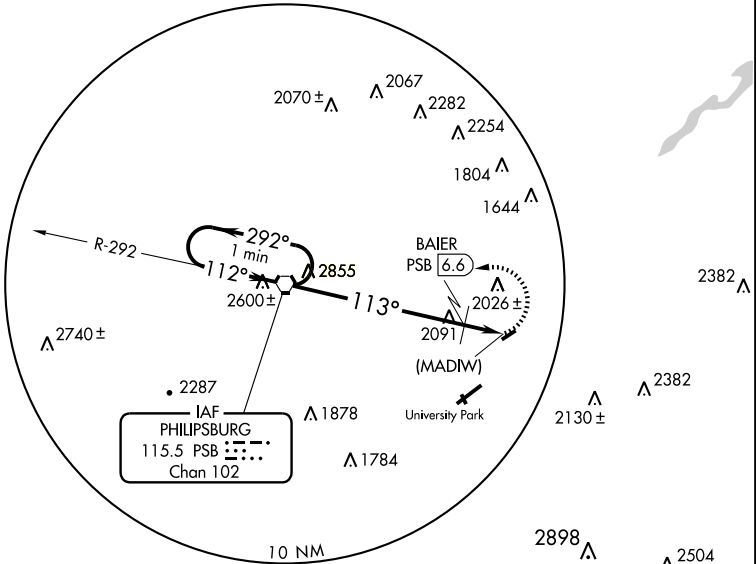
VOR or GPS-A
BELLEVILLE (N96)

| | | | |
|---------------------------------|-----------------|-------------------------------------|--------------------|
| VORTAC PSB 115.5 Chan 102 | APP CRS 113° | Rwy Idg TDZE Apt Elev 1080 | N/A N/A 1080 |
|---------------------------------|-----------------|-------------------------------------|--------------------|

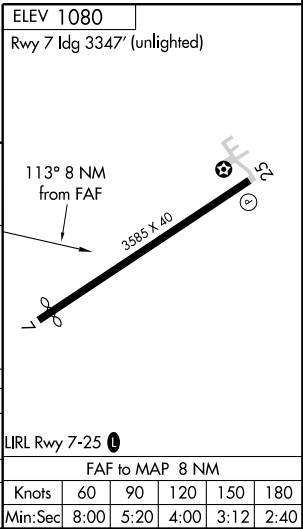
Use University Park altimeter setting;
when not received procedure not authorized.
Circling NA southeast of Rwy 7-25.

MISSED APPROACH: Climbing left turn to 4000
direct PSB VORTAC and hold.

| | | |
|--------------------------------|------------------------|---------|
| NEW YORK CENTER 134.8 338.3 | UNICOM 122.8 (CTAF) | 122.7 0 |
|--------------------------------|------------------------|---------|





| CATEGORY | A | B | C | D |
|--------------|---------------------------|---------------------------|----|----|
| CIRCLING | 2780-1¼ 1700 (1700-1¼) | 2780-1½ 1700 (1700-1½) | NA | NA |
| DME MINIMUMS | | | | |
| CIRCLING | 2200-1¼ 1120 (1200-1¼) | 2240-1½ 1160 (1200-1½) | NA | NA |



| | | |
|------------------------|-----------------------------|--|
| APP CRS 070° | Rwy Idg TDZE Apt Elev | N/A N/A 481 |
|------------------------|-----------------------------|--|

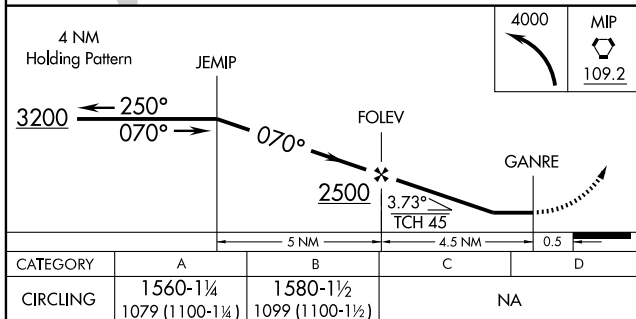
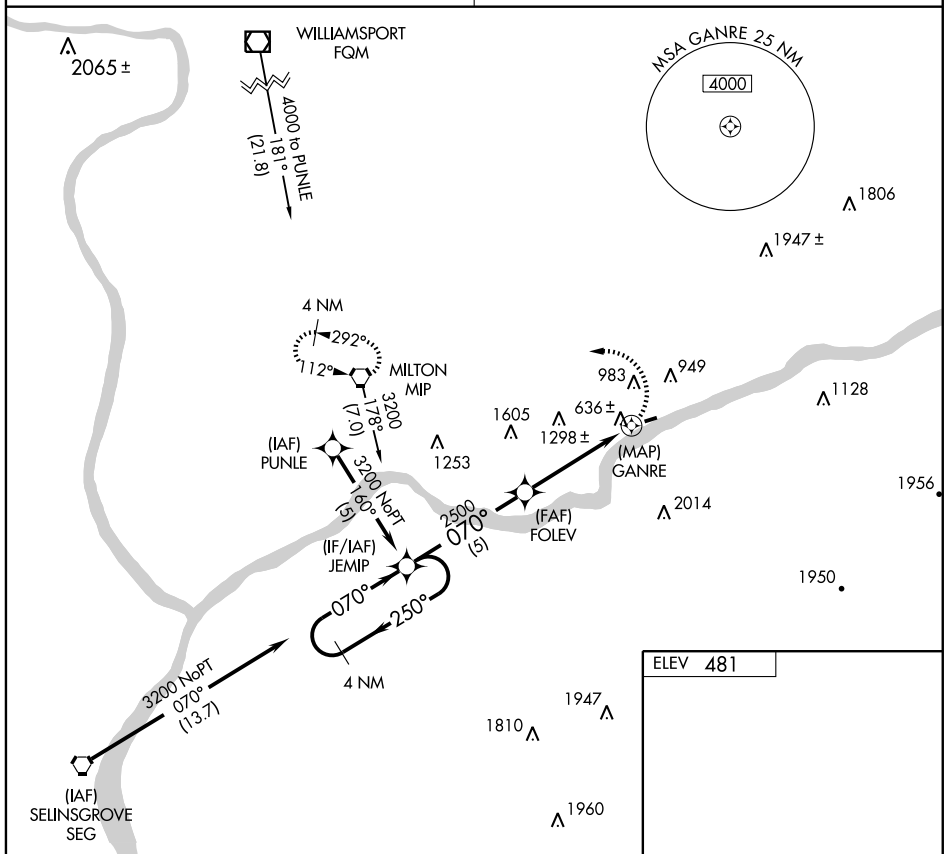
RNAV (GPS)-B
BLOOMSBURG MUNI (N13)

| | |
|---|-------------------------------------|
|  | GPS or RNP-0.3 required. |
|  | DME/DME RNP-0.3 NA. |
| NA | Use Williamsport altimeter setting. |

MISSED APPROACH: Climbing left turn to 4000 direct MIP VORTAC and hold.

WILKES-BARRE APP CON
126.3 256.7

UNICOM
122.8 (CTAF)



ELEV 481

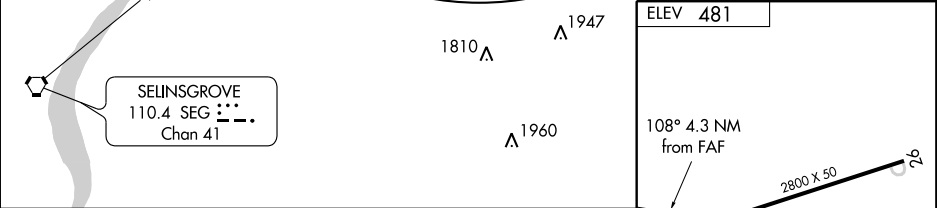
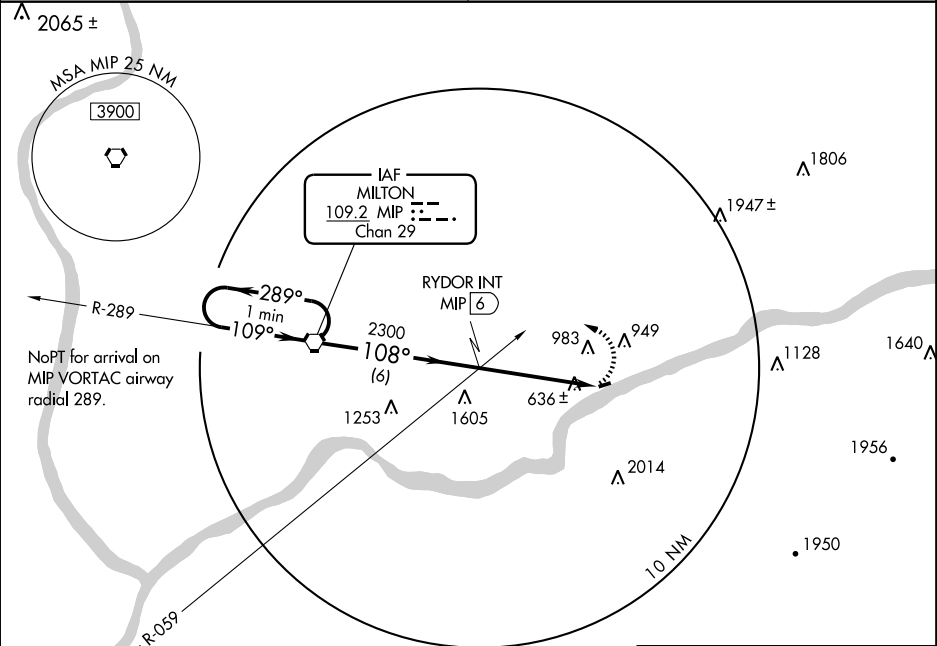


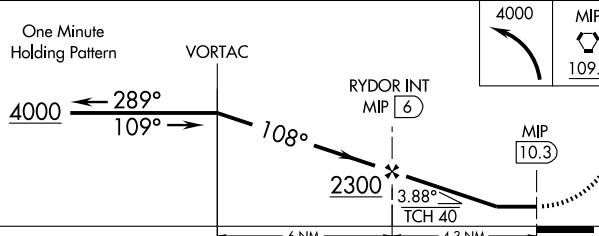

LIRL Rwy 8-26

| | | | |
|--|------------------------|-----------------------------|--|
| VORTAC MIP 109.2 Chan 29 | APP CRS 108° | Rwy Idg TDZE Apt Elev | N/A N/A 481 |
|--|------------------------|-----------------------------|--|

VOR-A
BLOOMSBURG MUNI (N13)

| | |
|--|---|
| <div><div><div></div><div>NA</div></div><div>Use Williamsport altimeter setting.</div></div> | MISSED APPROACH: Climbing left turn to 4000 direct MIP VORTAC and hold. |
| WILKES-BARRE APP CON 126.3 256.7 | UNICOM 122.8 (CTAF) |



| | | | | | | | | | | | | |
|---|----------------|--|----------------|--|----|---|-------------------|------|------|------|------|------|
| <div>One Minute Holding Pattern</div> <div></div> | | | | <div>URL Rwy 8-26</div> <div></div> | | | | | | | | |
| CATEGORY | A | | B | | C | D | FAF to MAP 4.3 NM | | | | | |
| CIRCLING | 1940-1¼ | | 1940-1½ | | NA | | Knots | 60 | 90 | 120 | 150 | 180 |
| | 1459 (1500-1¼) | | 1459 (1500-1½) | | | | Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

ILS RWY 32
BRADFORD RGNL (BFD)

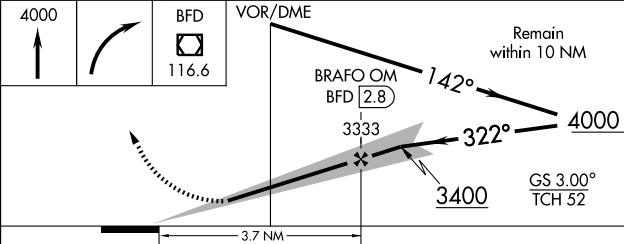
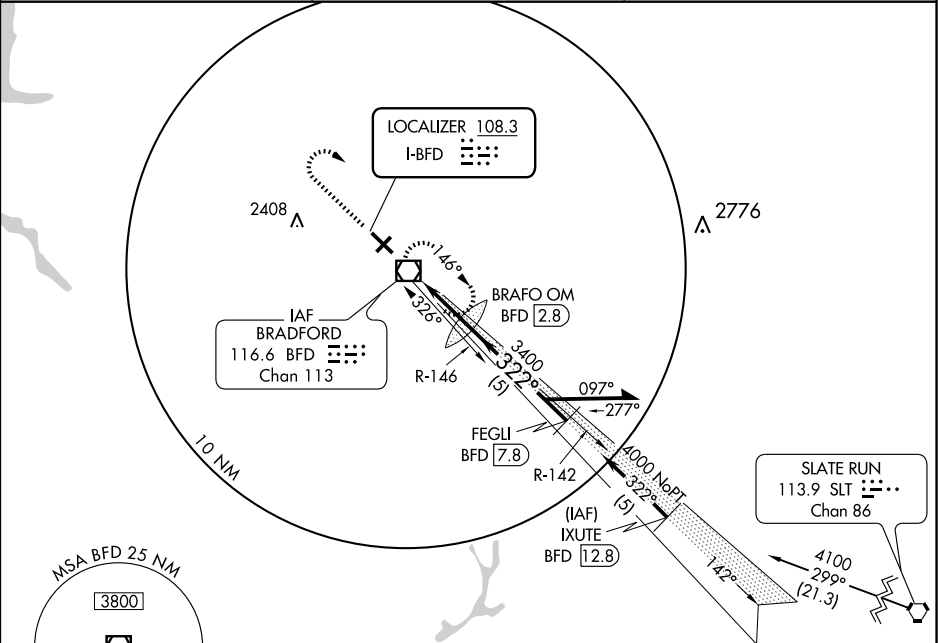
| | | |
|---------------------------|------------------------|--|
| LOC I-BFD 108.3 | APP CRS 322° | Rwy Idg TDZE Apt Elev 6309 2120 2143 |
|---------------------------|------------------------|--|

For inoperative MALSR, increase S-LOC 32 Cat D visibility to 1 mile.

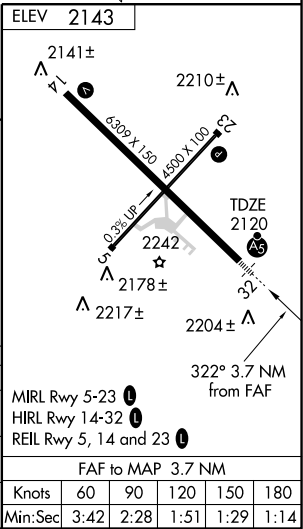


MISSED APPROACH: Climb to 4000, then right turn direct BFD VOR/DME and hold.

| | | |
|------------------------|---|-----------------------------------|
| ASOS 133.825 | CLEVELAND CENTER 124.325 353.85 | UNICOM 123.075 (CTAF) 0 |
|------------------------|---|-----------------------------------|



| CATEGORY | A | B | C | D |
|----------|--------------------|---|----------------------|--------------------|
| S-ILS 32 | 2320-½ 200 (200-½) | | | |
| S-LOC 32 | 2460-½ 340 (400-½) | | | 2460-¾ 340 (400-¾) |
| CIRCLING | 2620-1 477 (500-1) | | 2620-1½ 477 (500-1½) | 2700-2 557 (600-2) |



NE-4: 22 OCT 2009 to 19 NOV 2009

APP CRS
322°

| | |
|----------|-------------|
| Rwy Idg | 6309 |
| TDZE | 2120 |
| Apt Elev | 2143 |

RNAV (GPS) RWY 32

BRADFORD RGNL (BFD)



BARO-VNAV NA below -19°C (-2°F).



GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV Cat D visibility to 1¼.



For inoperative MALSR, increase LNAV Cat D visibility to $1\frac{1}{4}$.

MALSR

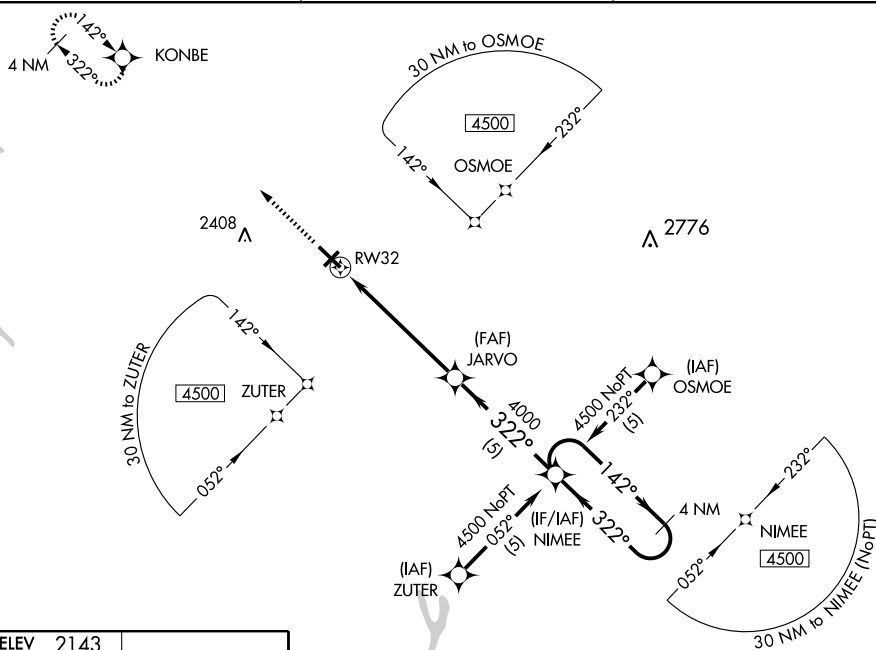


MISSED APPROACH: Climb to 4500 direct
KONBE WP and hold.

ASOS
133.825

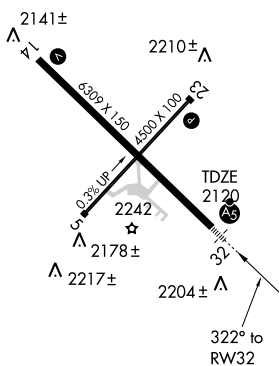
CLEVELAND CENTER
124.325 353.85

UNICOM
123.075 (CTAF) **L**

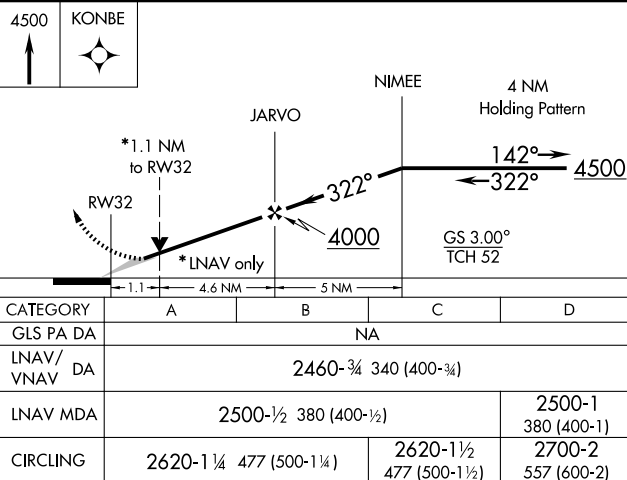


NE-4. 22 OCT 2009 to 19 NOV 2009

ELEV 2143



MIRL Rwy 5-23 **L**
HIRL Rwy 14-32 **L**
REIL Rwy 5, 14 and 23 **L**






APP CRS
142°

| | |
|----------|-------------|
| Rwy Idg | 6309 |
| TDZE | 2118 |
| Apt Elev | 2143 |

RNAV (GPS) Z RWY 14

BRADFORD RGNL (BFD)

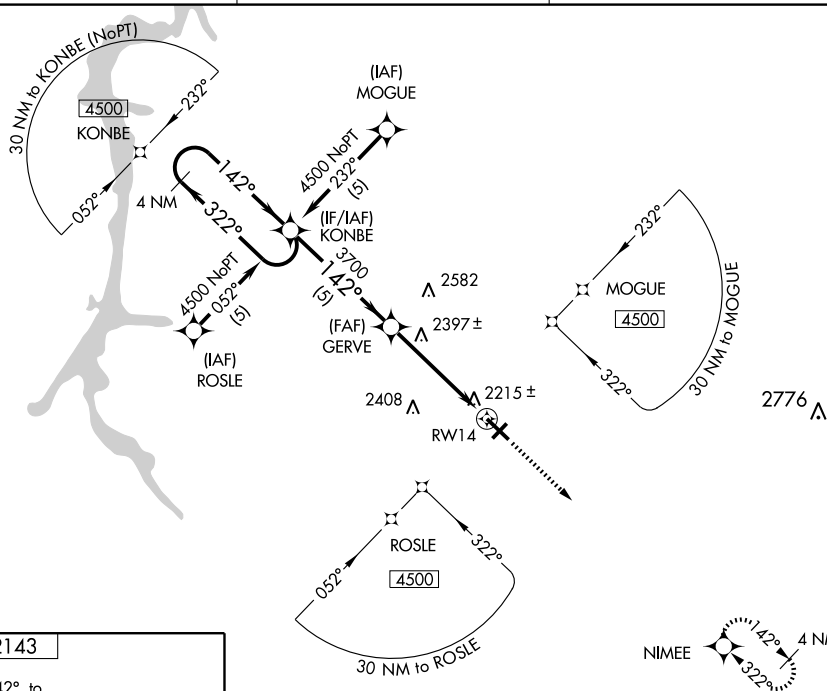
| | |
|--|--------------------------|
|  | BARO-VNAV NA below - |
|  NA | GPS or RNP-0.3 required. |
|  | DME/DME RNP-0.3 NA. |

MISSED APPROACH: Climb to 4500 direct NIMEE WP and hold.

ASOS
133.825

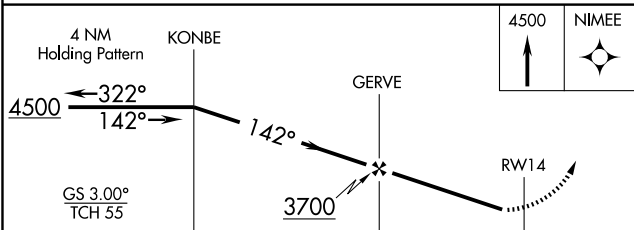
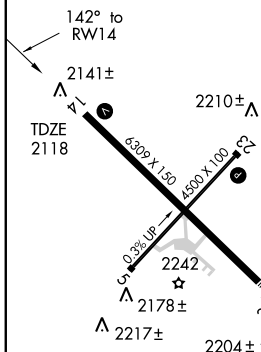
CLEVELAND CENTER
124.325 353.85

UNICOM
123.075 (CTAF) **L**



NE-4. 22 OCT 2009 to 19 NOV 2009

ELEV 2143



| | | | | | |
|------------------|----------------------|----------------------|----------------------|---|--|
| | 5 NM | | 4.8 NM | | |
| CATEGORY | A | B | C | D | |
| GLS PA DA | NA | | | | |
| LNAV/ VNAV DA | 2480-1¼ 362 (400-1¼) | | | | |
| LNAV MDA | 2660-1 542 (600-1) | 2660-1½ 542 (600-1½) | 2660-1¾ 542 (600-1¾) | | |
| CIRCLING | 2660-1¼ 517 (600-1¼) | 2660-1½ 517 (600-1½) | 2700-2 557 (600-2) | | |

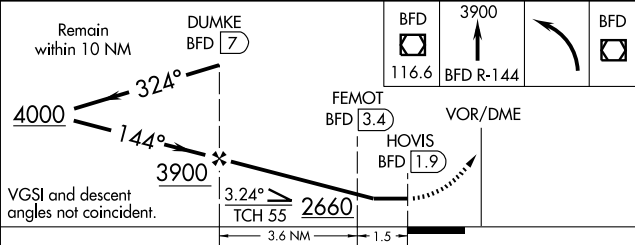
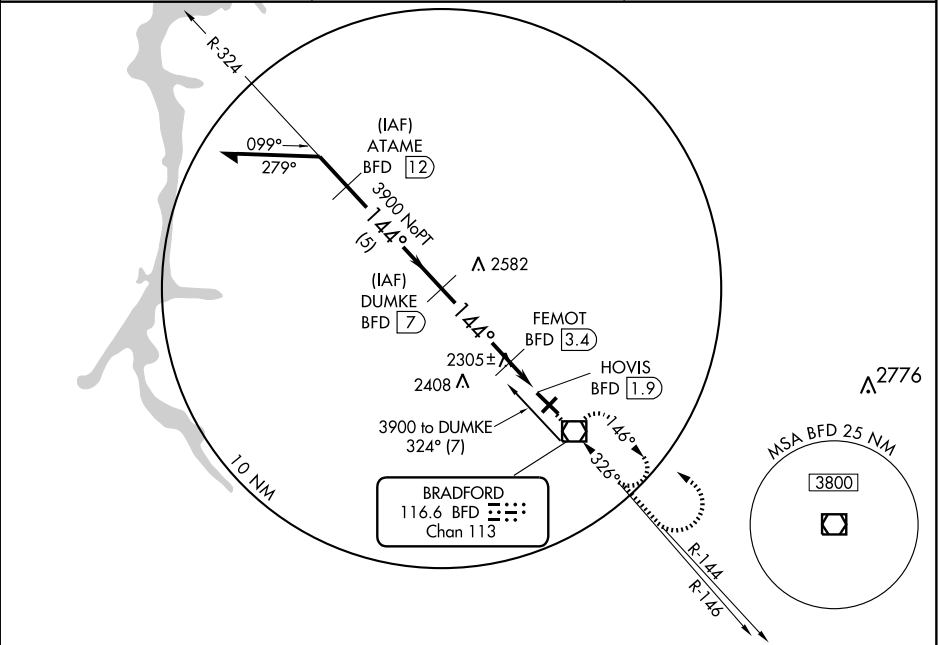
MIRL Rwy 5-23 **L**
HIRL Rwy 14-32 **L**
REIL Rwy 5, 14 and 23 **L**

| | | | |
|-------------|---------|----------|------|
| VOR/DME BFD | APP CRS | Rwy Idg | 6309 |
| 116.6 | 144° | TDZE | 2118 |
| Chan 113 | | Apt Elev | 2143 |

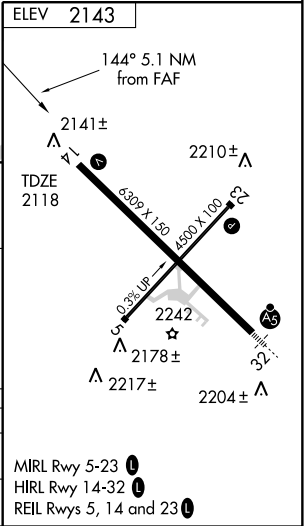
VOR/DME RWY 14
BRADFORD RGNL (BFD)

MISSED APPROACH: Climb direct BFD VOR/DME, continue climb to 3900 on R-144, then left turn direct BFD VOR/DME and hold.

| | | |
|-----------------|------------------------------------|----------------------------|
| ASOS 133.825 | CLEVELAND CENTER 124.325 353.85 | UNICOM 123.075 (CTAF) 0 |
|-----------------|------------------------------------|----------------------------|



| CATEGORY | A | B | C | D |
|----------|--------------------|---|----------------------|----------------------|
| S-14 | 2560-1 442 (500-1) | | 2560-1½ 442 (500-1½) | 2560-1½ 442 (500-1½) |
| CIRCLING | 2620-1 477 (500-1) | | 2620-1½ 477 (500-1½) | 2700-2 557 (600-2) |



MIRL Rwy 5-23 0
HIRL Rwy 14-32 0
REIL Rws 5, 14 and 23 0

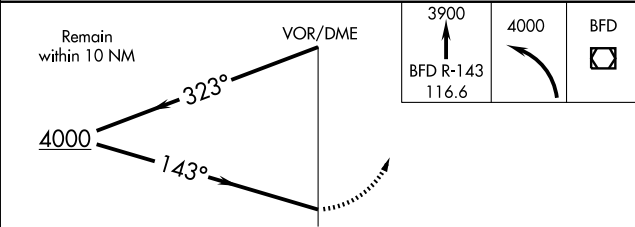
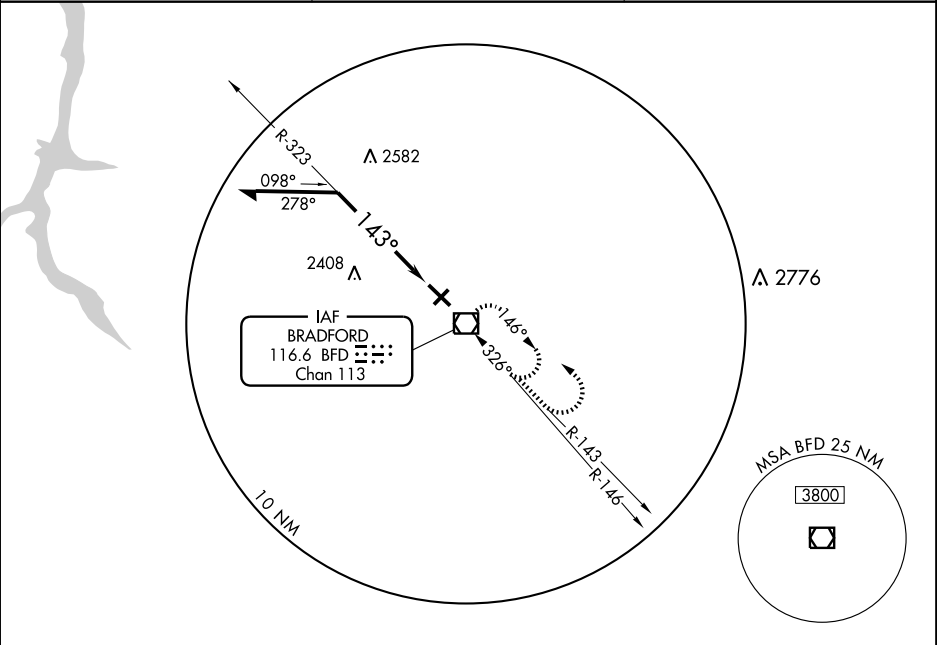
| | | | |
|-------------|---------|----------|------|
| VOR/DME BFD | APP CRS | Rwy Idg | 6309 |
| 116.6 | 143° | TDZE | 2118 |
| Chan 113 | | Apt Elev | 2143 |

VOR RWY 14
BRADFORD RGNL (BFD)

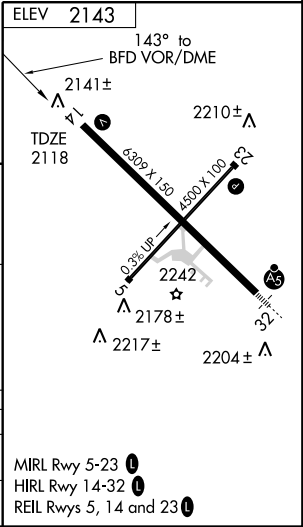


MISSED APPROACH: Climb to 3900 on R-143, then climbing left turn to 4000 direct BFD VOR/DME and hold.

| | | |
|-----------------|------------------------------------|----------------------------|
| ASOS 133.825 | CLEVELAND CENTER 124.325 353.85 | UNICOM 123.075 (CTAF) 0 |
|-----------------|------------------------------------|----------------------------|



| CATEGORY | A | B | C | D |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|
| S-14 | 2940-1 822 (800-1) | 2940-1¼ 822 (800-1¼) | 2940-2½ 822 (800-2½) | 2940-2¾ 822 (800-2¾) |
| CIRCLING | 2940-1 797 (800-1) | 2940-1¼ 797 (800-1¼) | 2940-2½ 797 (800-2½) | 2940-2¾ 797 (800-2¾) |

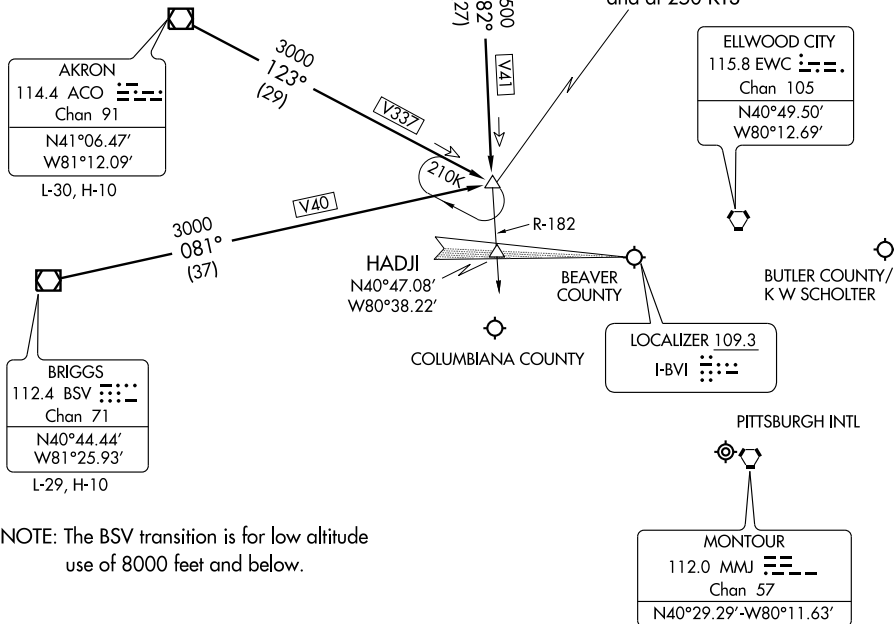


PITTSBURGH APP CON
121.25 337.4
BEAVER COUNTY ATIS
118.35
PITTSBURGH INTL ATIS
APR 127.25
BUTLER COUNTY/
KW SCHOLTER FIELD
AWOS-3 133.825

YOUNGSTOWN
109.0 YNG
Chan 27
N41°19.86'
W80°40.48'
L-30, H-10

CUTTA
N40°52.58'-W80°38.59'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

PIT WEST FLOW:
Expect clearance to cross at 10,000'
PIT EAST FLOW:
Expect clearance to cross at 10,000'
and at 250 KTS



NOTE: The BSV transition is for low altitude use of 8000 feet and below.

NOTE: Chart not to scale.

AKRON TRANSITION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123 to CUTTA INT. Thence. . . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081 to CUTTA INT. Thence. . . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via YNG R-182 to CUTTA INT. Thence. . . .

. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

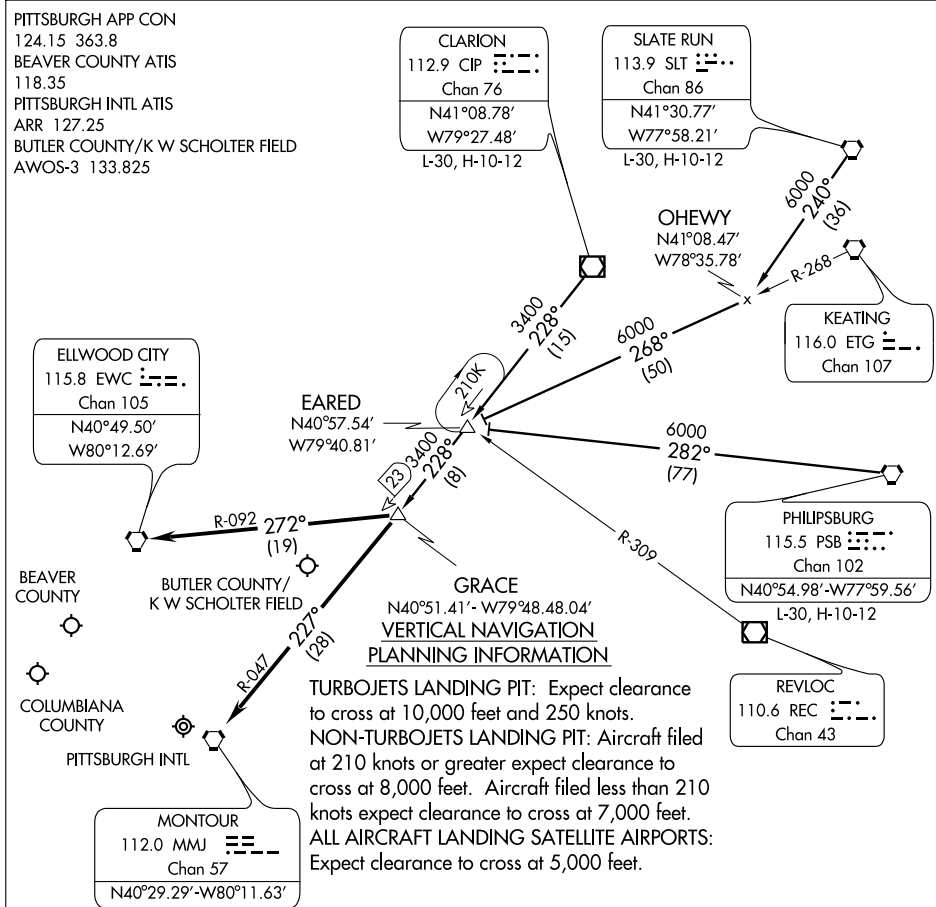
BVI (EAST FLOW) direct HADJI

(WEST FLOW) direct EWC

BTP and 02G direct EWC

GRACE TWO ARRIVAL

PITTSBURGH, PENNSYLVANIA



NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE2): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE2): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

SLATE RUN TRANSITION (SLT.GRACE2): From over SLT VORTAC via SLT R-240 to ETG R-268 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after Grace Int.

Direct EWC, direct Beaver County.

Direct EWC, direct Bulter County/K W Scholter Field.

Direct EWC, direct Columbiana County.

LOC I-BTP
111.5

APP CRS
080°

| | |
|----------|-------------|
| Rwy Idg | 4801 |
| TDZE | 1246 |
| Apt Elev | 1248 |

ILS or LOC RWY 8
BUTLER COUNTY / K W SCHOLTER FIELD (BTP)

ILS or LOC RWY 8

MALSF

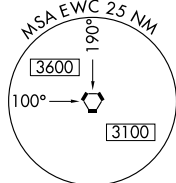
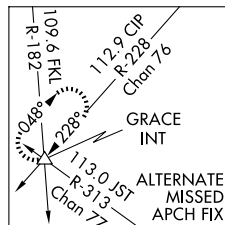
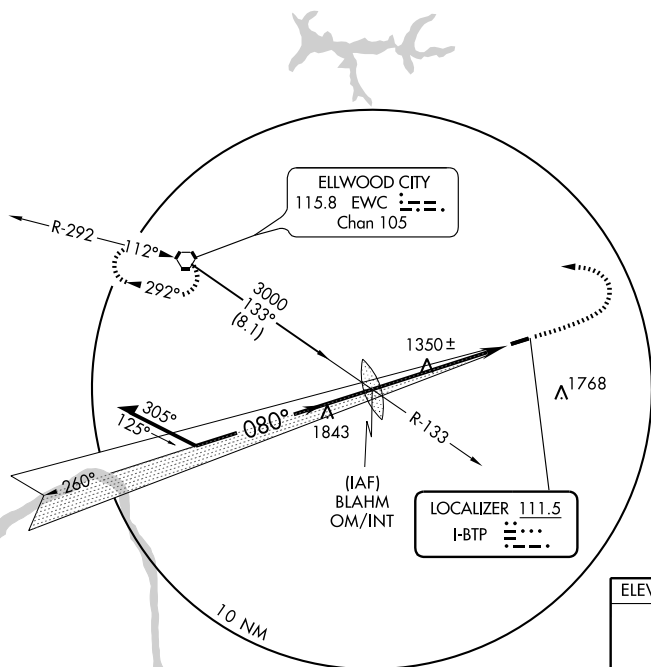


MISSED APPROACH: Climb to 1700, then climbing left turn to 3000 direct EWC VORTAC and hold.

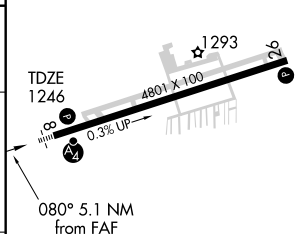
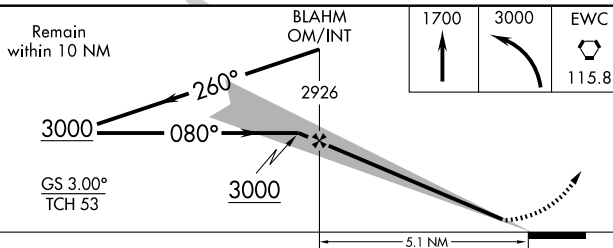
AWOS-3
133.825

PITTSBURGH APP CON
124.75 338.2

CLNC DEL
128.7

UNICOM
122.8 (CTAF) **L**

ELEV 1248



| CATEGORY | A | B | C | D |
|----------|--------------------|---|-------------------------|-------------------------|
| S-ILS 8 | 1496-1 | | 250 (300-1) | |
| S-LOC 8 | 1600-1 354 (400-1) | | | 1600-1¼ 354 (400-1¼) |
| CIRCLING | 1820-1 572 (600-1) | | 1820-1½ 572 (600-1½) | 1820-2 572 (600-2) |

| | | | | | |
|---------------------------------------|------|------|------|------|------|
| REIL Rwy 26 HIRL Rwy 8-26 L | | | | | |
| FAF to MAP 5.1 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

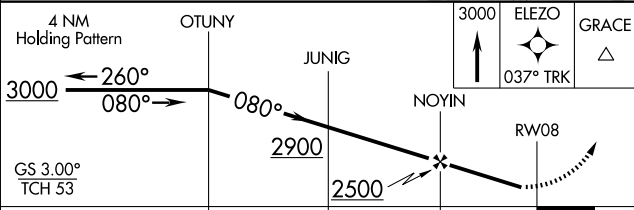
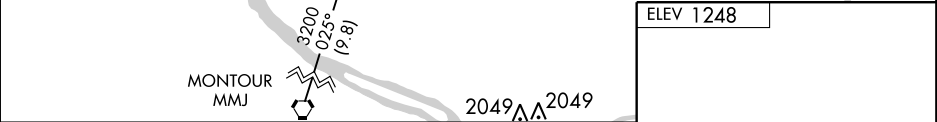
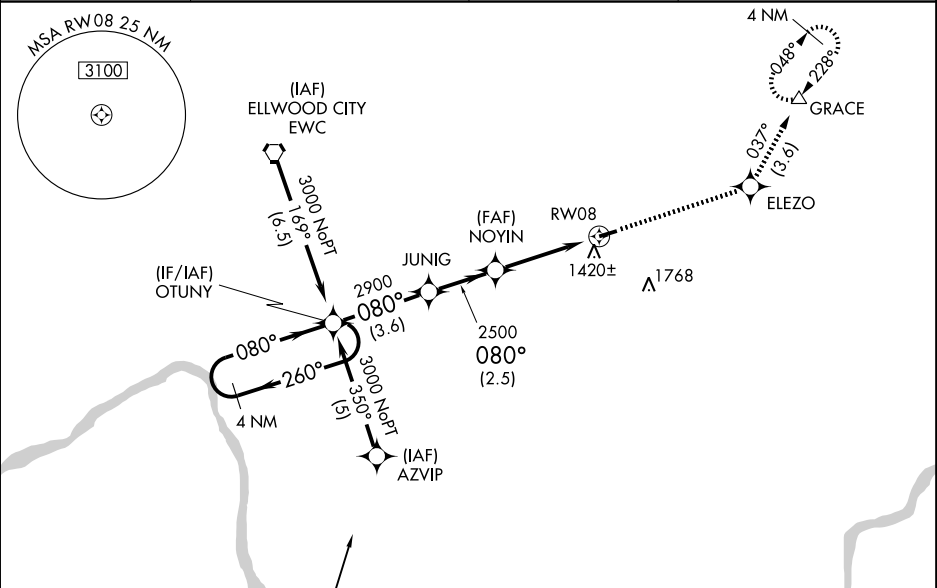
| | | |
|--|------------------------|---|
| WAAS CH 56502 W08A | APP CRS 080° | Rwy Idg TDZE Apt Elev 1248 |
|--|------------------------|---|

RNAV (GPS) RWY 8

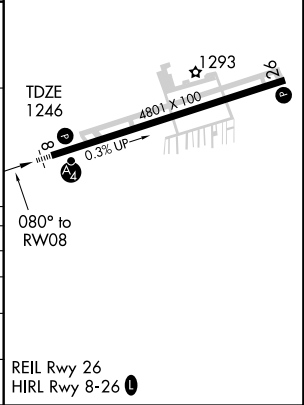
BUTLER COUNTY / K W SCHOLTER FIELD (BTP)

| | |
|--|---|
| <p>▼ ▲</p> <p>Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Baro-VNAV NA when using Pittsburgh Intl altimeter setting. Inoperative table does not apply. If local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase LPV DA to 1603 feet, LNAV/VNAV DA to 1699 feet, and all MDA 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (114°F).</p> | <p>MALSF</p> <p>MISSED APPROACH: Climb to 3000 direct ELEZO and via 037° track to GRACE and hold.</p> |
|--|---|

| | | | |
|--------------------------|---|--------------------------|--|
| AWOS-3 133.825 | PITTSBURGH APP CON 124.75 338.2 | CLNC DEL 128.7 | UNICOM 122.8 (CTAF) L |
|--------------------------|---|--------------------------|--|



| CATEGORY | A | B | C | D |
|--------------|---------|-------------|-------------------------|-------------------------|
| LPV DA | 1547-1 | | 301 (400-1) | |
| LNAV/VNAV DA | 1643-1½ | | 397 (400-1½) | |
| LNAV MDA | 1680-1 | 434 (500-1) | 1680-1¼ 434 (500-1¼) | 1680-1½ 434 (500-1½) |
| CIRCLING | 1820-1 | 572 (600-1) | 1820-1½ 572 (600-1½) | 1820-2 572 (600-2) |



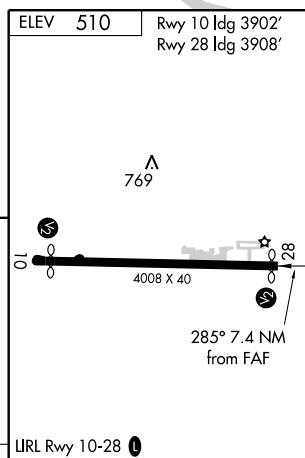
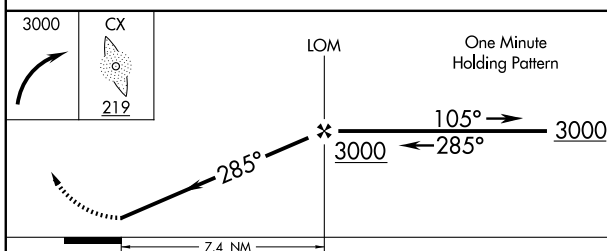
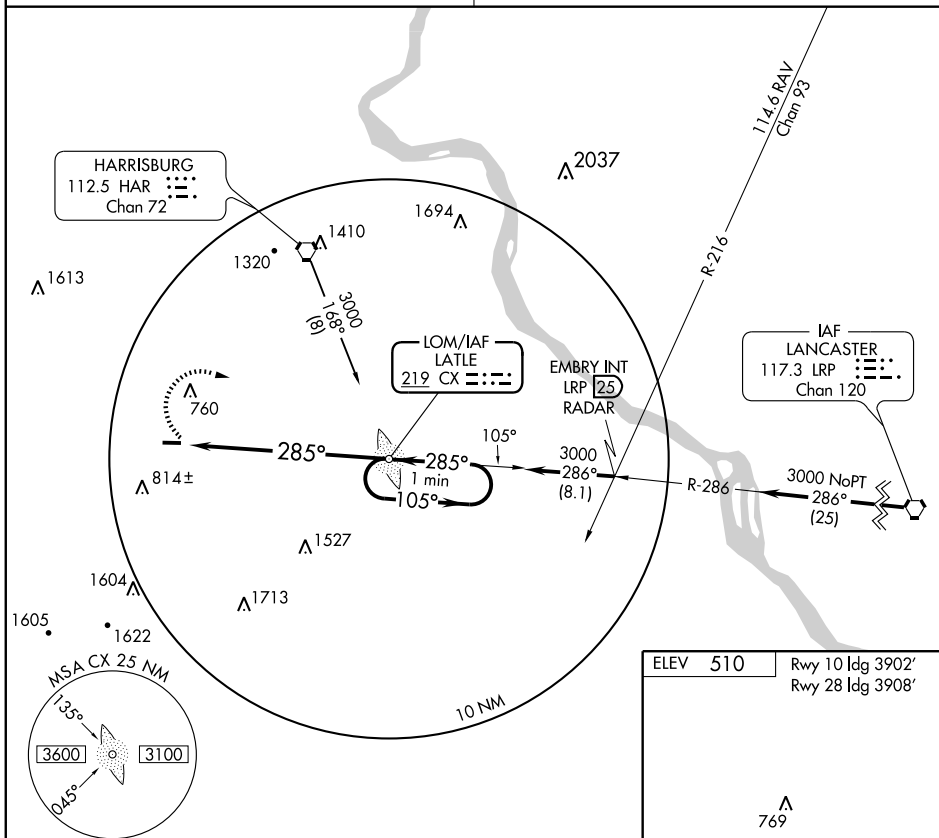
| | | | |
|------------|-------------|----------|------------|
| LOM CX | APP CRS | Rwy Idg | N/A |
| <u>219</u> | 285° | TDZE | N/A |
| | | Apt Elev | 510 |

NDB-B
CARLISLE (N94)

T
A NA Use Harrisburg Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct CX LOM and hold.

HARRISBURG APP CON
124.1 273.525

UNICOM
122.8 (CTAF) **L**

| CATEGORY | A | B | C | D | FAF to MAP 7.4 NM | | | | | |
|----------|-----------------------|-------------------------|-------------------------|----|-------------------|------|------|------|------|------|
| CIRCLING | 1260-1 750 (800-1) | 1260-1¼ 750 (800-1¼) | 1260-2¼ 750 (800-2¼) | NA | Knots | 60 | 90 | 120 | 150 | 180 |
| | | | | | Min:Sec | 7:24 | 4:56 | 3:42 | 2:58 | 2:28 |

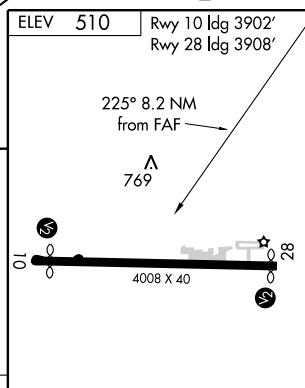
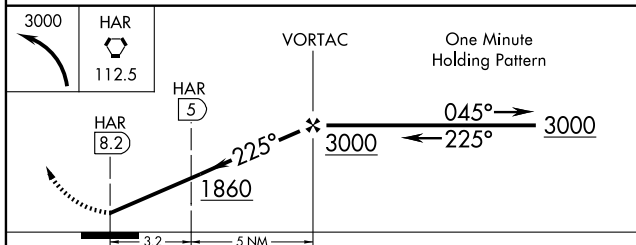
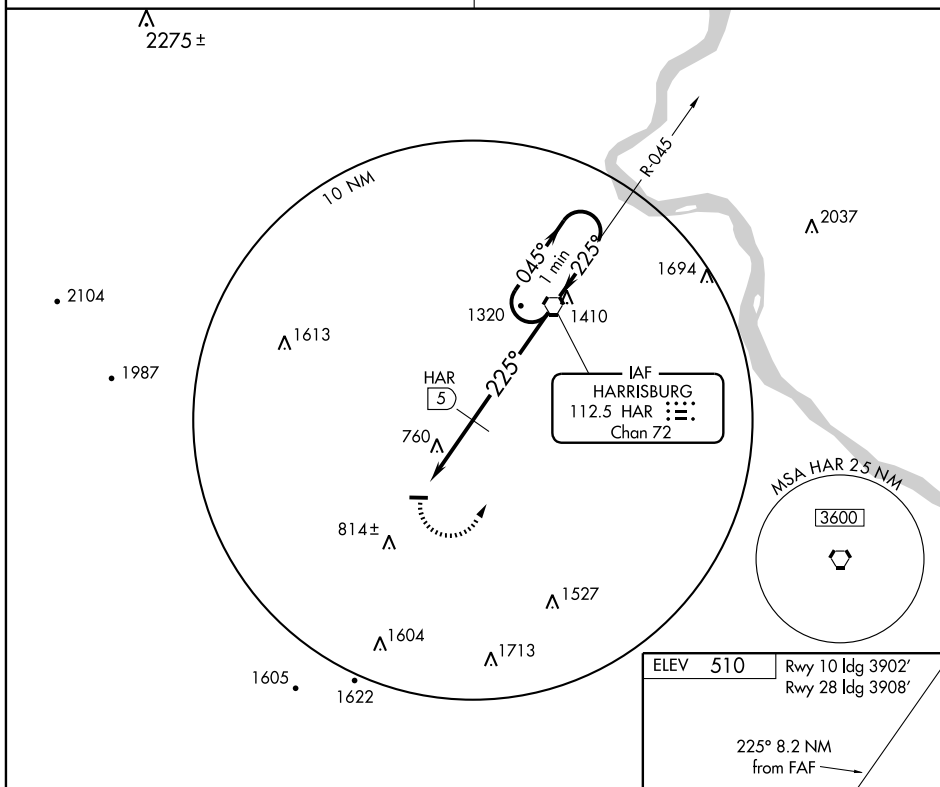

| | | | |
|--|------------------------|-----------------------------|--|
| VORTAC HAR 112.5 Chan 72 | APP CRS 225° | Rwy Idg TDZE Apt Elev | N/A N/A 510 |
|--|------------------------|-----------------------------|--|

VOR-A
CARLISLE (N94)

| | |
|-------------|--|
| T | |
| A NA | Use Harrisburg Intl altimeter setting. |

MISSED APPROACH: Climbing left turn to 3000 direct HAR VORTAC and hold.

| | |
|--|----------------------|
| | HARRISBURG APP CON |
| | 124.1 273,525 |

UNICOM
122.8 (CTAF) 


| CATEGORY | A | B | C | D |
|--------------|---------------------------|---------------------------|-------------------------|----|
| CIRCLING | 1860-1¼ 1350 (1400-1¼) | 1860-1½ 1350 (1400-1½) | 1860-3 1350 (1400-3) | NA |
| DME MINIMUMS | | | | |
| CIRCLING | 1200-1 690 (700-1) | | 1200-2 690 (700-2) | NA |

| | | | | | | |
|---------|-------------------|------|------|------|------|--|
| | FAF to MAP 8.2 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 | |
| Min:Sec | 8:12 | 5:28 | 4:06 | 3:17 | 2:44 | |


| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 3300 |
| 059° | TDZE | 683 |
| | Apt Elev | 697 |

RNAV (GPS) RWY 6

CHAMBERSBURG/FRANKLIN COUNTY RGNL (N68)



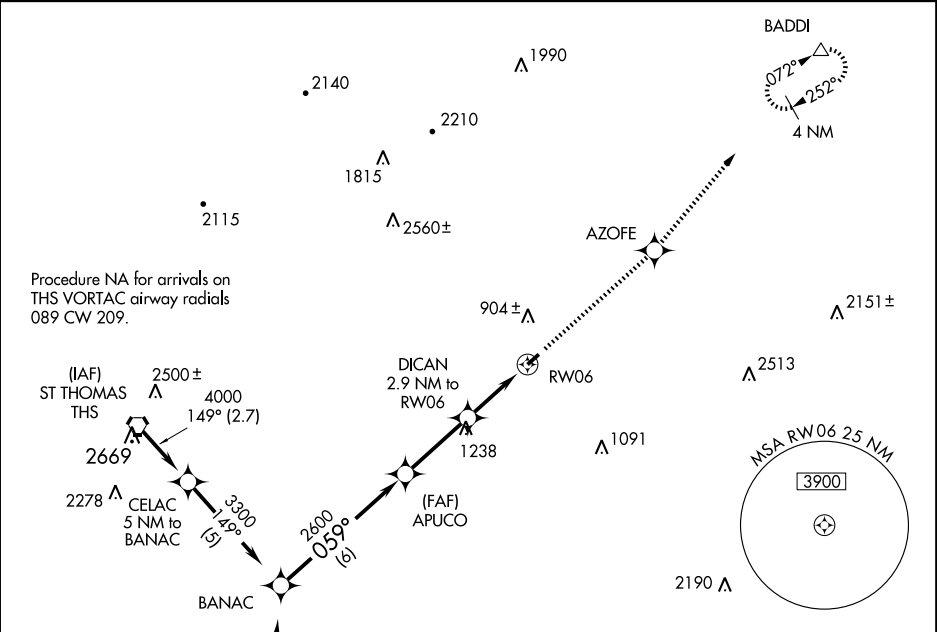
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Obtain local altimeter setting on CTAF; when not received,
use Hagerstown Rgnl/Richard A Henson Fld altimeter setting
and increase all MDAs 40 feet.



NA

MISSED APPROACH: Climb to 4000 direct AZOFE WP
and via 051° track to BADDI WP and hold.

| | | |
|----------------------------|-------------------------------------|--|
| HAGERSTOWN ASOS 126.375 | HARRISBURG APP CON 124.1 273.525 | UNICOM 122.8 (CTAF)  |
|----------------------------|-------------------------------------|--|



Procedure
Turn NA

BANAC

3300

059°

APUCO

2600

3.00°

TCH 40

*1680 when using Hagerstown
Rgnl/Richard A Henson Fld altimeter setting.

*1640

4000

AZOFE

TRK 051°


BADDI

| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------|----|
| LNAV MDA | 1140-1 | 457 (500-1) | 1140-1½ 457 (500-1½) | NA |
| CIRCLING | 1200-1 | 503 (600-1) | 1200-1½ 503 (600-1½) | NA |

ELEV 697

TDZE 683


059° to RW06

LIRL Rwy 6-24 


| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 3300 |
| 239° | TDZE | 683 |
| | Apt Elev | 697 |

RNAV (GPS) RWY 24

CHAMBERSBURG/ FRANKLIN COUNTY RGNL (N68)



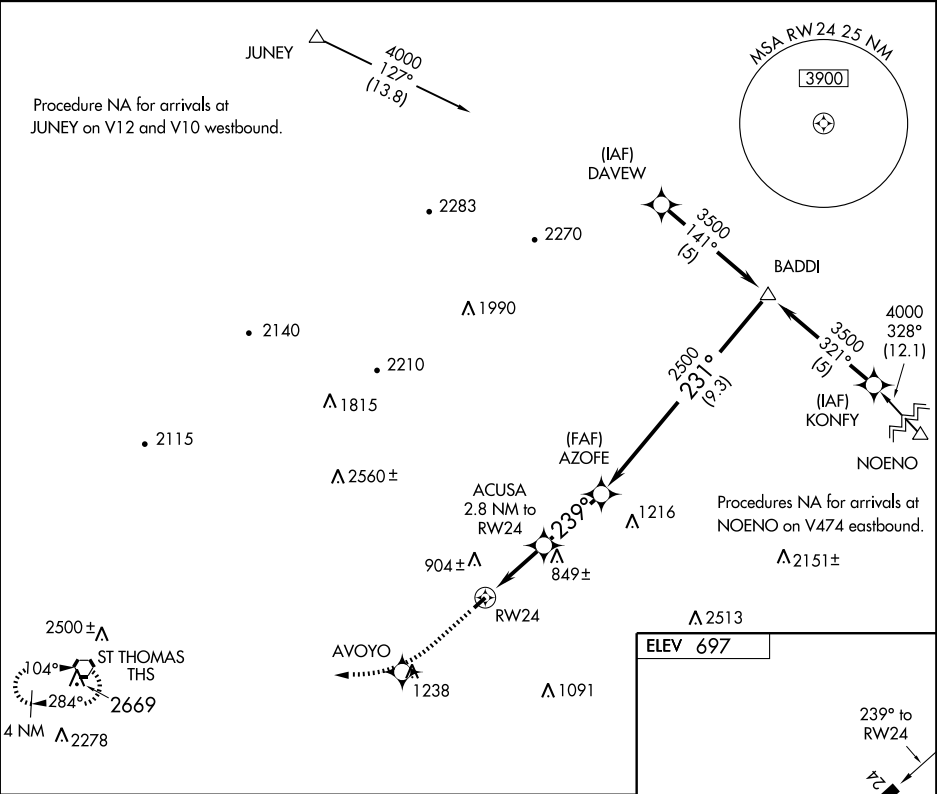
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.




Obtain local altimeter setting on CTAF; when not received, use Hagerstown Rgnl/Richard A Henson Fld altimeter setting and increase all MDAs 40 feet.


MISSED APPROACH: Climb to 4000 direct AVOYO WP and via 282° track to THS VORTAC and hold.

| | | |
|----------------------------|-------------------------------------|--|
| HAGERSTOWN ASOS 126.375 | HARRISBURG APP CON 124.1 273.525 | UNICOM 122.8 (CTAF)  |
|----------------------------|-------------------------------------|--|







4000



AVOYO




TRK 282°




THS
115.0


† VDP NA with Hagerstown Rgnl/Richard A Henson Fld altimeter setting.




1.3 NM to RW24



2.8 NM to RW24




2500




3500


Procedure Turn NA




1.3




1.6 NM




2.8 NM




9.3 NM




1580*



≤ 3.00°

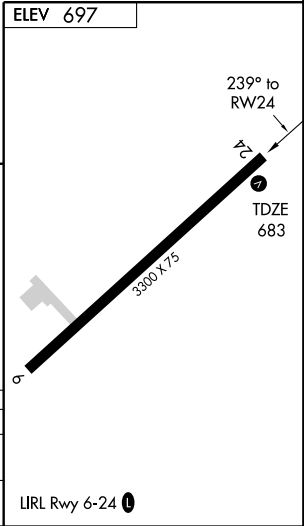


TCH 40



* 1620 when using Hagerstown Rgnl/Richard A Henson Fld altimeter setting.

| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------|----|
| LNAV MDA | 1120-1 | 437 (500-1) | 1120-1¼ 437 (500-1¼) | NA |
| CIRCLING | 1200-1 | 503 (600-1) | 1200-1½ 503 (600-1½) | NA |



| | | | |
|--|------------------------|-----------------------------|--|
| VORTAC THS 115.0 Chan 97 | APP CRS 088° | Rwy Idg TDZE Apt Elev | N/A N/A 697 |
|--|------------------------|-----------------------------|--|

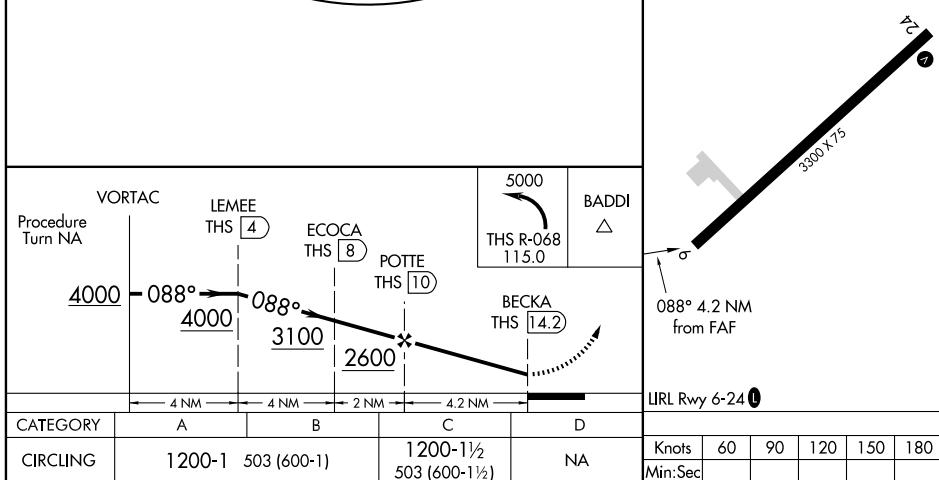
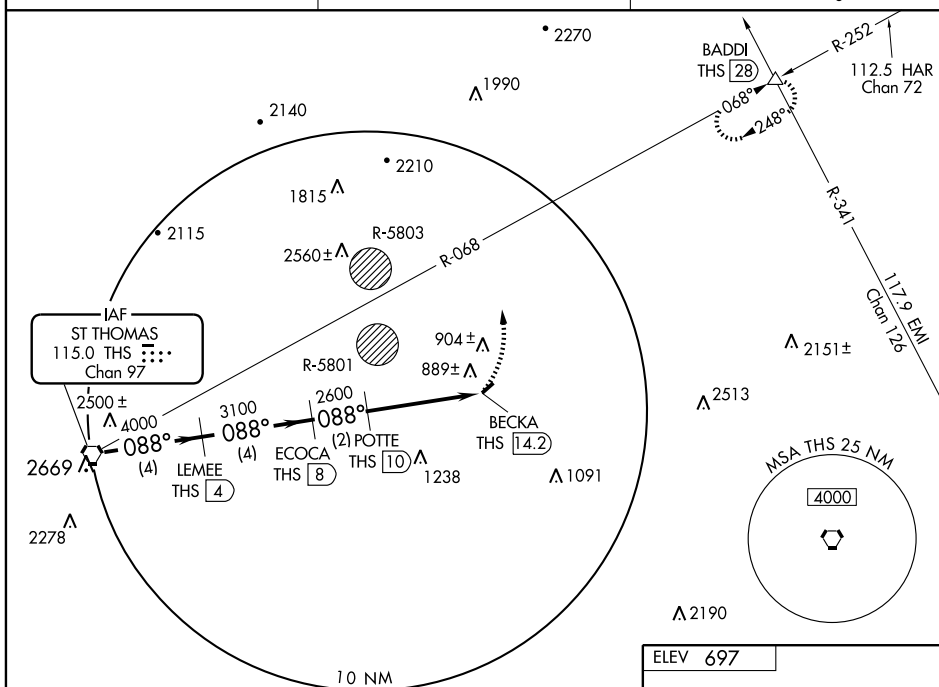
VOR/DME-B
CHAMBERSBURG/FRANKLIN COUNTY RGNL (N68)

T Obtain local altimeter setting on CTAF. When not received, use Hagerstown Rgnl/Richard A Henson Fld altimeter setting and raise all MDAs 40 feet.
A NA Procedure not authorized when R-5801 is in use.

MISSED APPROACH: Climbing left turn to 5000 via THS R-068 to BADDI Int/28 DME and hold.

HAGERSTOWN ASOS
126.375

HARRISBURG APP CON
124.1 273.525

UNICOM
122.8 (CTAF) **L**

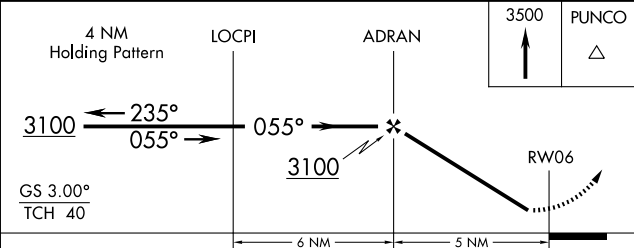
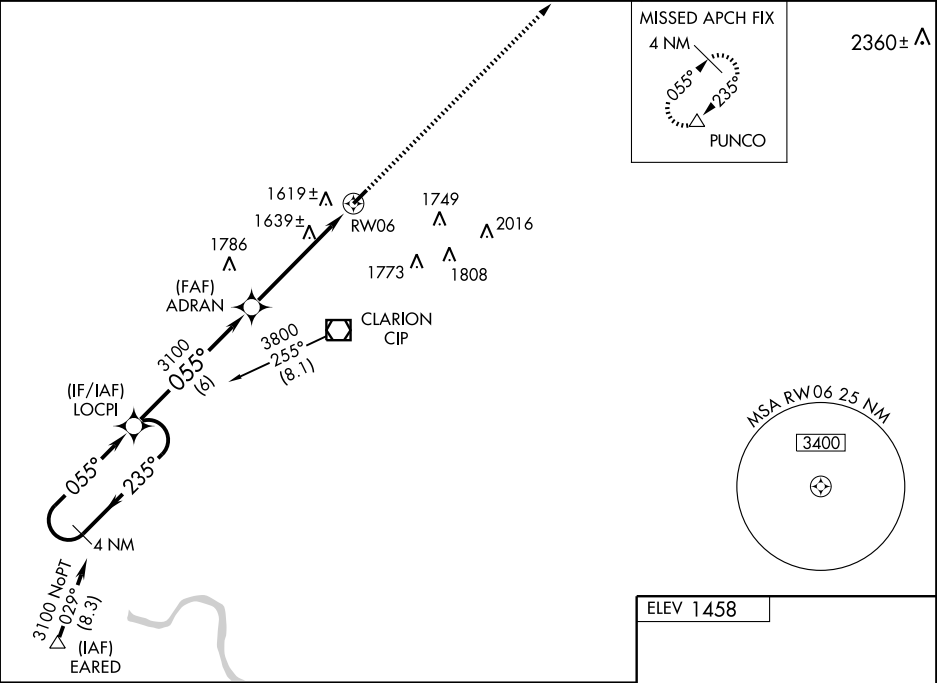
| | | | |
|----------|---------|----------|------|
| WAAS | APP CRS | Rwy Idg | 5003 |
| CH 70606 | 055° | TDZE | 1451 |
| W06A | | Apt Elev | 1458 |

RNAV (GPS) RWY 6
CLARION COUNTY (A.X.Q)

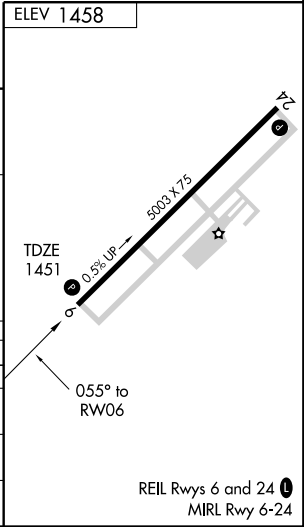
▼ **▲** NA Baro-VNAV NA when using Dubois altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Du Bois altimeter setting and increase all DAs 108 ft, all MDAs 120 ft and LPV and LNAV/VNAV visibility ¼ mile all Cats. Increase LNAV and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct PUNCO and hold.

| | | |
|-------------------|-----------------------------------|--------------------------|
| AWOS-3 118.275 | CLEVELAND CENTER 126.72 291.65 | UNICOM 122.8 (CTAF) 0 |
|-------------------|-----------------------------------|--------------------------|



| CATEGORY | A | B | C | D |
|--------------|--------------------|----------------------|----------------------|---|
| LPV DA | 1701-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1985-2 534 (600-2) | | | |
| LNAV MDA | 1920-1 469 (500-1) | 1920-1¼ 469 (500-1¼) | 1920-1½ 469 (500-1½) | |
| CIRCLING | 1980-1 522 (600-1) | 1980-1½ 522 (600-1½) | 2060-2 602 (700-2) | |



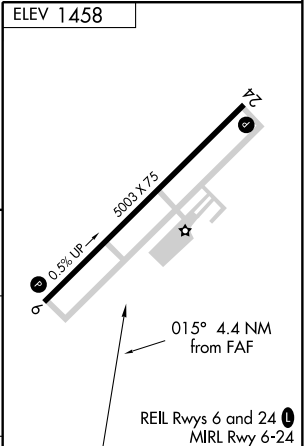
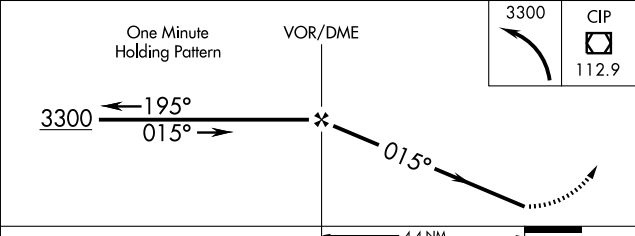
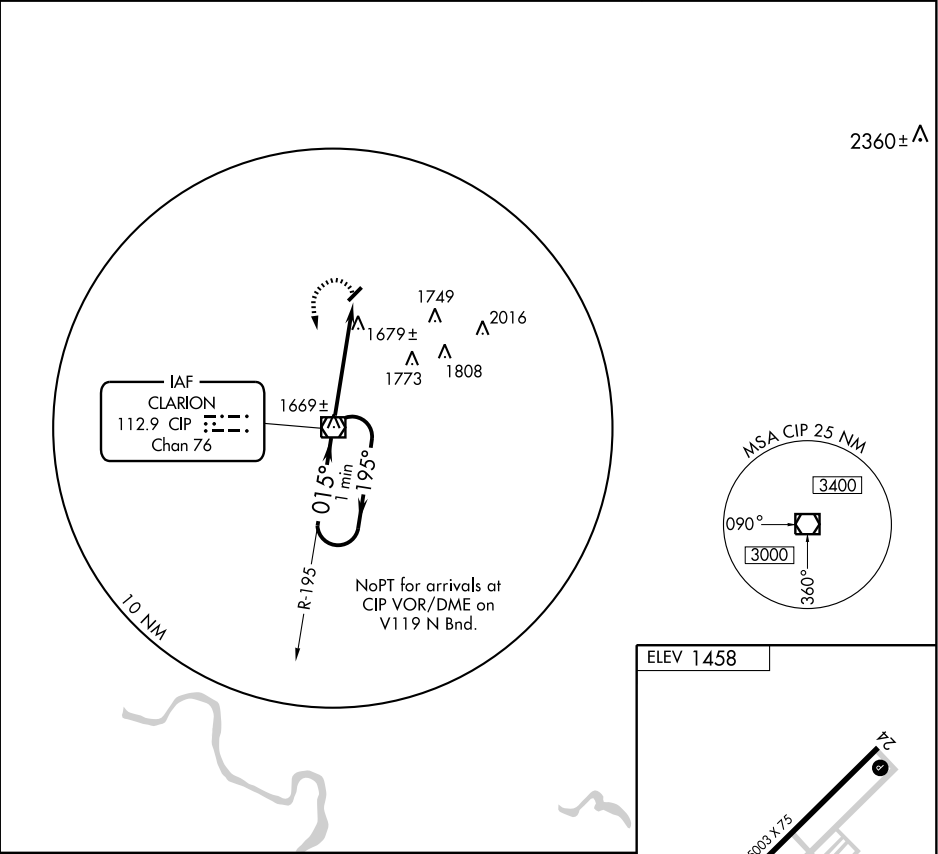
| | | | |
|-------------|---------|----------|------|
| VOR/DME CIP | APP CRS | Rwy Idg | N/A |
| 112.9 | 015° | TDZE | N/A |
| Chan 76 | | Apt Elev | 1458 |

VOR-A

CLARION COUNTY (A.X.Q)

| | |
|---|--|
| <div><div>▼</div><div>▲ NA</div></div> <div>When local altimeter setting not received, use Dubois altimeter setting and increase all MDAs 120 feet and Cat A visibility ¼ mile, Cats C/D visibility ½ mile.</div> | MISSED APPROACH: Climbing left turn to 3300 direct CIP VOR/DME and hold. |
|---|--|

| | | |
|-------------------|-----------------------------------|--------------------------|
| AWOS-3 118.275 | CLEVELAND CENTER 126.72 291.65 | UNICOM 122.8 (CTAF) 0 |
|-------------------|-----------------------------------|--------------------------|



| CATEGORY | A | B | C | D | FAF to MAP 4.4 NM | | | | | |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|-------------------|------|------|------|------|------|
| CIRCLING | 2220-1 762 (800-1) | 2220-1¼ 762 (800-1¼) | 2220-2¼ 762 (800-2¼) | 2220-2½ 762 (800-2½) | Knots | 60 | 90 | 120 | 150 | 180 |
| | | | | | Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

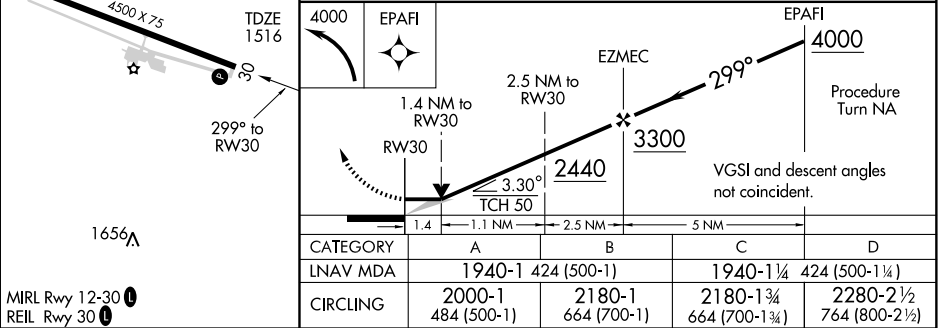
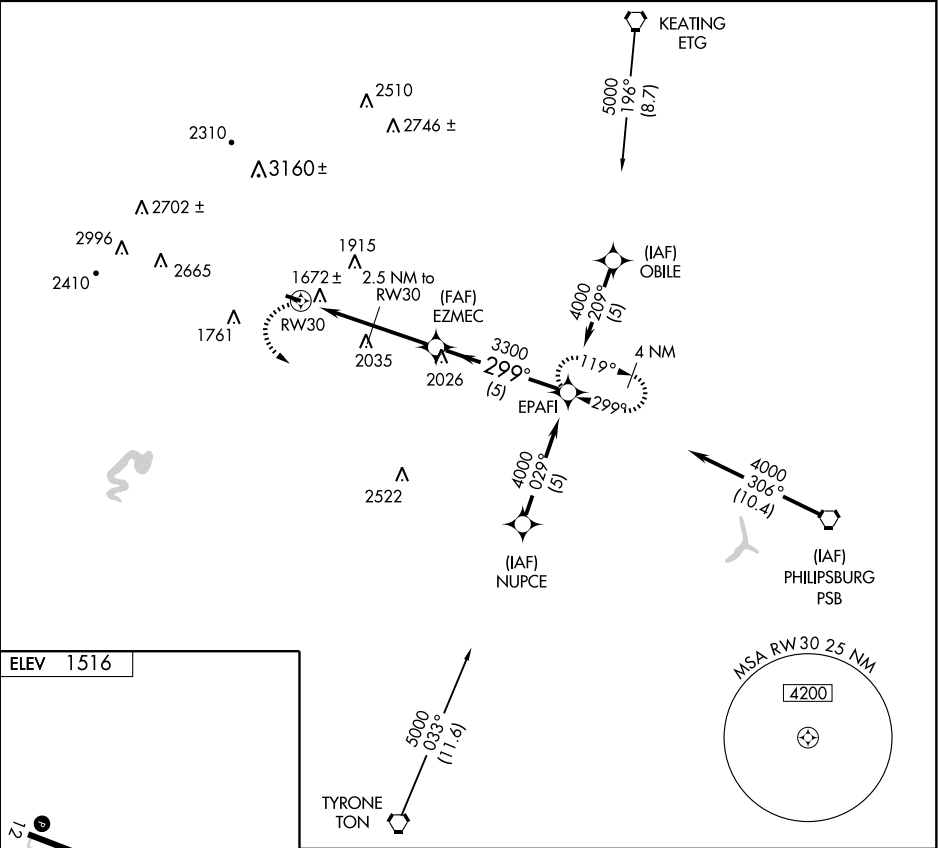
| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 4500 |
| 299° | TDZE | 1516 |
| | Apt Elev | 1516 |

RNAV (GPS) RWY 30

CLEARFIELD-LAWRENCE (FIG)

| | |
|--------------------------|---|
| GPS or RNP-0.3 required. | MISSED APPROACH: Climbing left turn to 4000 direct EPAFI WP and hold. |
| NA | DME/DME RNP-0.3 NA |

| | | |
|-----------------|--------------------------------|----------------------------|
| ASOS 119.275 | NEW YORK CENTER 134.8 338.3 | UNICOM 122.725 (CTAF) 0 |
|-----------------|--------------------------------|----------------------------|



VOR RWY 30

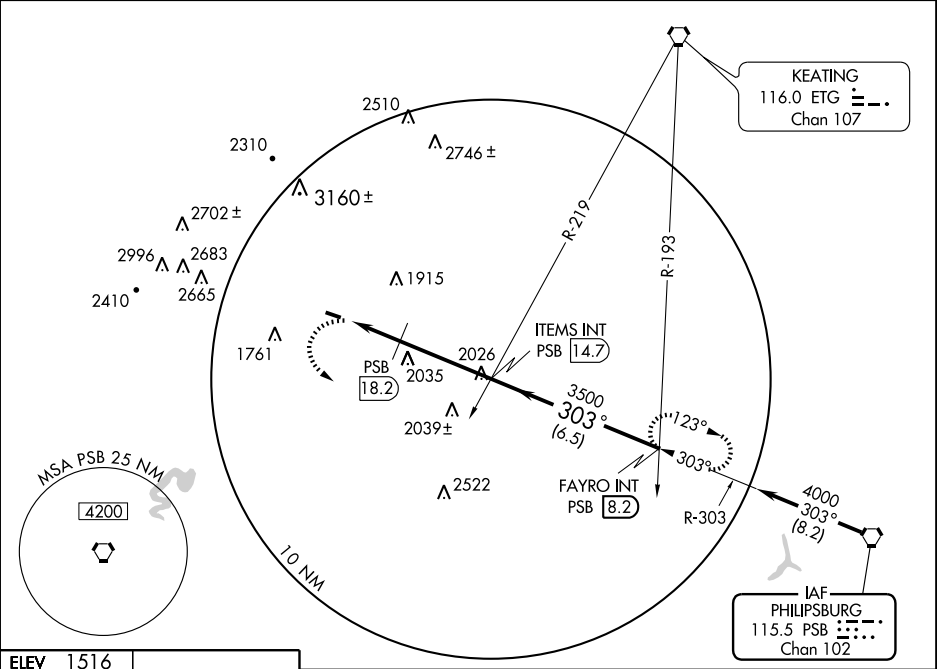
CLEARFIELD-LAWRENCE (FIG)

| | | | |
|------------|---------|----------|------|
| VORTAC PSB | APP CRS | Rwy Idg | 4500 |
| 115.5 | 303° | TDZE | 1516 |
| Chan 102 | | Apt Elev | 1516 |

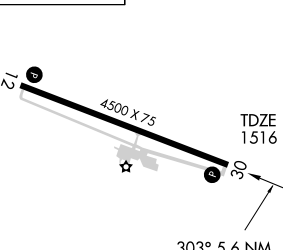

NA

MISSED APPROACH: Climbing left turn to 4000
via PSB R-303 to FAYRO Int and hold.

| | | |
|-----------------|--------------------------------|----------------------------|
| ASOS 119.275 | NEW YORK CENTER 134.8 338.3 | UNICOM 122.725 (CTAF) 0 |
|-----------------|--------------------------------|----------------------------|



ELEV 1516

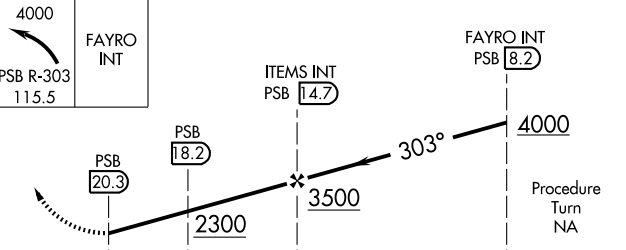


1656Λ

MIRL Rwy 12-30 0
REIL Rwy 30 0

FAF to MAP 5.6 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |



4000 PSB R-303 115.5

FAYRO INT PSB 8.2

ITEMS INT PSB 14.7

PSB 20.3

2300 3500 4000

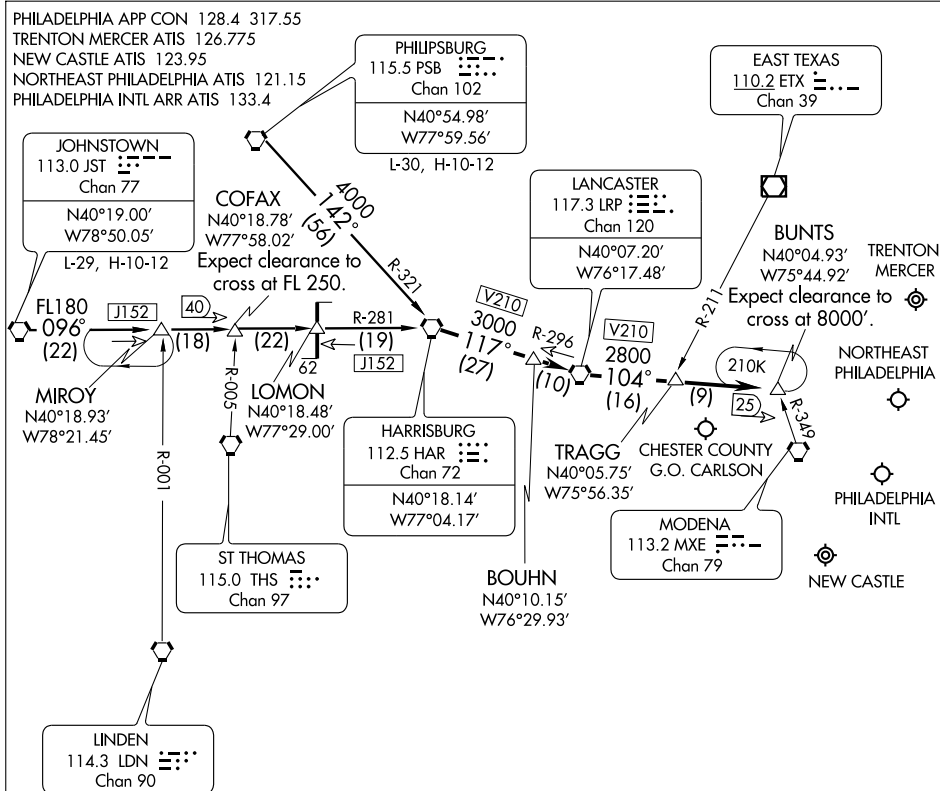
303°

Procedure Turn NA

| CATEGORY | A | B | C | D |
|--------------|-----------------------|-------------------------|-------------------------|-------------------------|
| S-30 | 2300-1 784 (800-1) | 2300-1¼ 784 (800-1¼) | 2300-2¼ 784 (800-2¼) | 2300-2½ 784 (800-2½) |
| CIRCLING | 2300-1 784 (800-1) | 2300-1¼ 784 (800-1¼) | 2300-2¼ 784 (800-2¼) | 2300-2½ 784 (800-2½) |
| DME MINIMUMS | | | | |
| S-30 | 2220-1 704 (800-1) | 2220-1¼ 704 (800-1¼) | 2220-2 704 (800-2) | 2220-2¼ 704 (800-2¼) |
| CIRCLING | 2220-1 704 (800-1) | 2220-1¼ 704 (800-1¼) | 2220-2 704 (800-2) | 2280-2¾ 764 (800-2¾) |

BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA



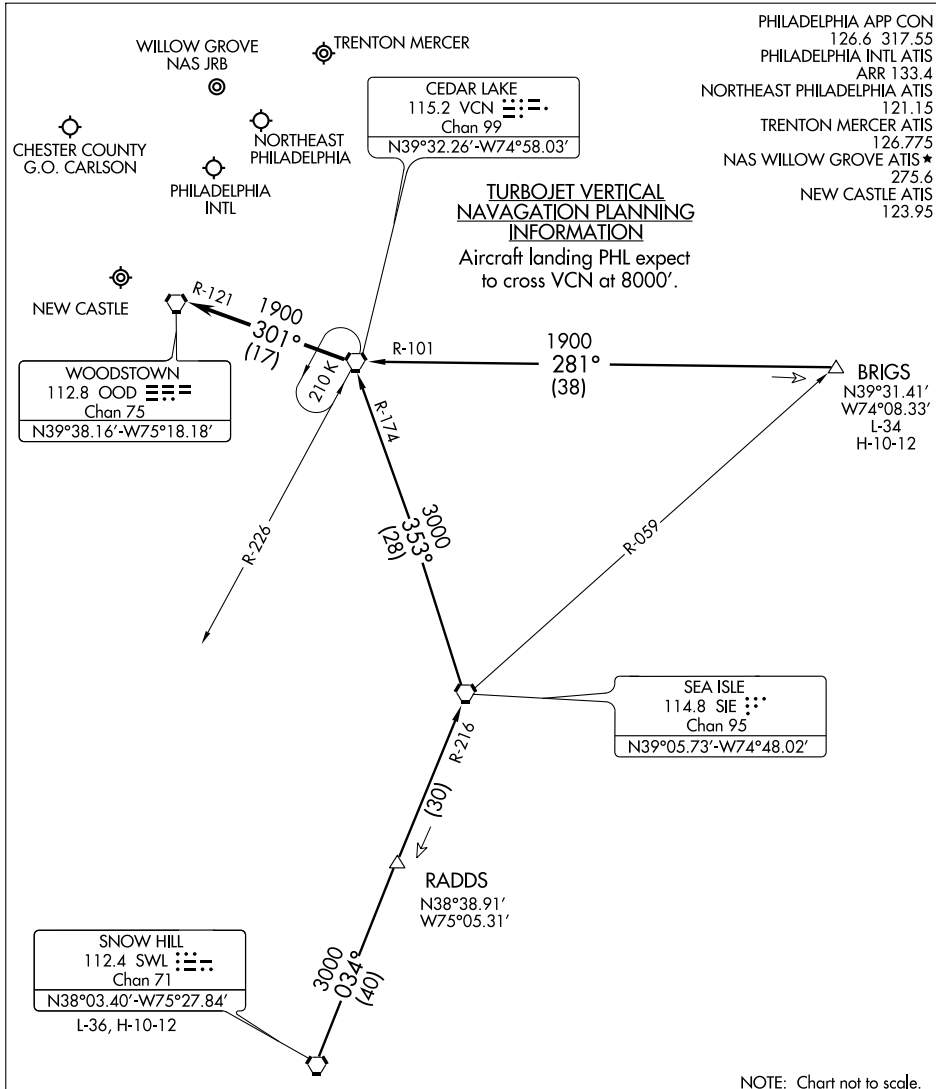
NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

JOHNSTOWN TRANSITION (JST.BUNTS1):PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

PHILADELPHIA, PENNSYLVANIA



NOTE: Chart not to scale.

Non-Turbojets continue via the VCN R-301 and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

PHILADELPHIA, PENNSYLVANIA



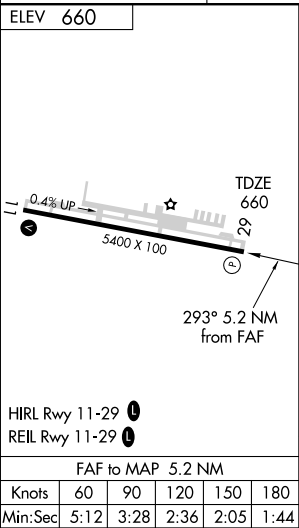
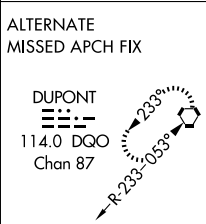
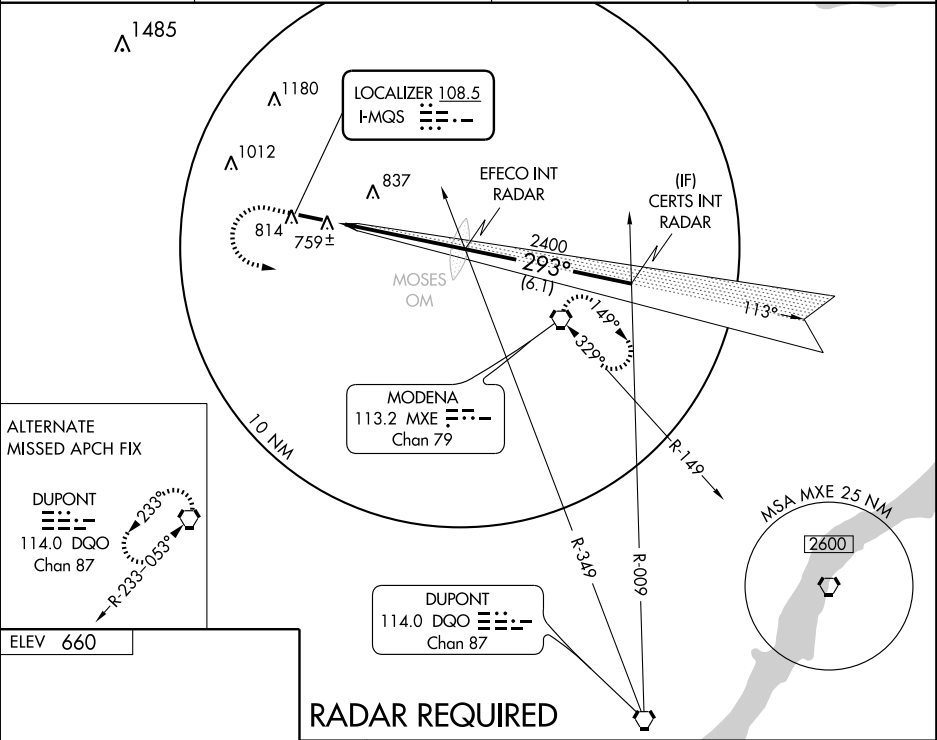
| | | | |
|-----------|---------|----------|------|
| LOC I-MQS | APP CRS | Rwy Idg | 5400 |
| 108.5 | 293° | TDZE | 660 |
| | | Apt Elev | 660 |

ILS or LOC RWY 29

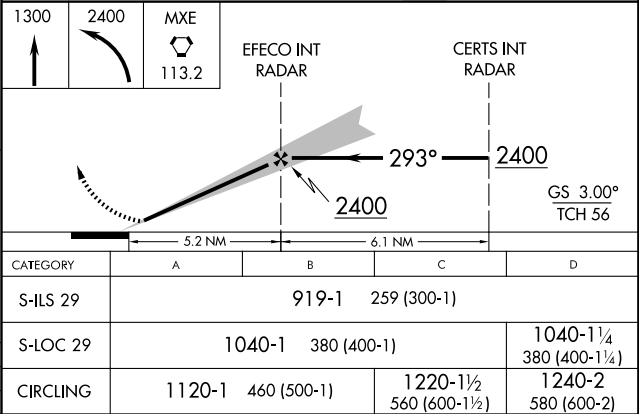
COATESVILLE / CHESTER COUNTY G.O. CARLSON (MQS)

| | |
|---|---|
| <p>⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Pottstown-Limerick altimeter setting and increase all DA 98 feet, and all MDA 100 feet, S-ILS 29 visibility ¼ mile all Cats, S-LOC 29 visibility Cats C and D ¼ mile, and Circling visibility Cat C and D ¼ mile.</p> | <p>MISSED APPROACH: Climb to 1300 then climbing left turn to 2400 direct MXE VORTAC and hold.</p> |
|---|---|

| | | | |
|------------------|---------------------------------------|-------------------|--------------------------|
| AWOS-3 126.25 | PHILADELPHIA APP CON 124.35 319.15 | CLNC DEL 125.6 | UNICOM 122.7 (CTAF) 0 |
|------------------|---------------------------------------|-------------------|--------------------------|



RADAR REQUIRED



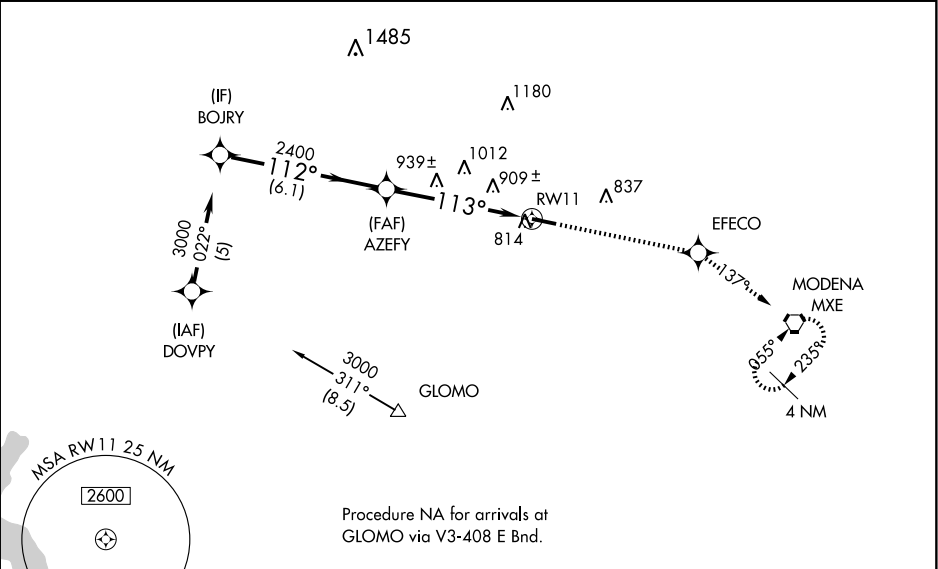
| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 63006 W11A | APP CRS 113° | Rwy Idg TDZE Apt Elev | 5400 644 660 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 11

COATESVILLE / CHESTER COUNTY G.O. CARLSON (MQS)

| | |
|--|---|
| <p>Baro-VNAV NA when using Pottstown-Limerick altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pottstown-Limerick altimeter setting and increase all DA 98 feet and all MDA 100 feet, LPV visibility ½ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV visibility Cats C and D ¼ mile, and Circling visibility Cat C and D ¼ mile.</p> | <p>MISSED APPROACH: Climb to 2400 direct EFECO and via 137° track to MXE VORTAC and hold.</p> |
|--|---|

| | | | |
|-------------------------|--|--------------------------|-------------------------------|
| AWOS-3 126.25 | PHILADELPHIA APP CON 124.35 319.15 | CLNC DEL 125.6 | UNICOM 122.7 (CTAF) |
|-------------------------|--|--------------------------|-------------------------------|



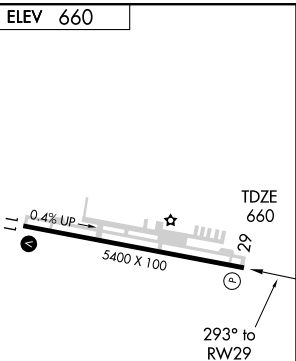
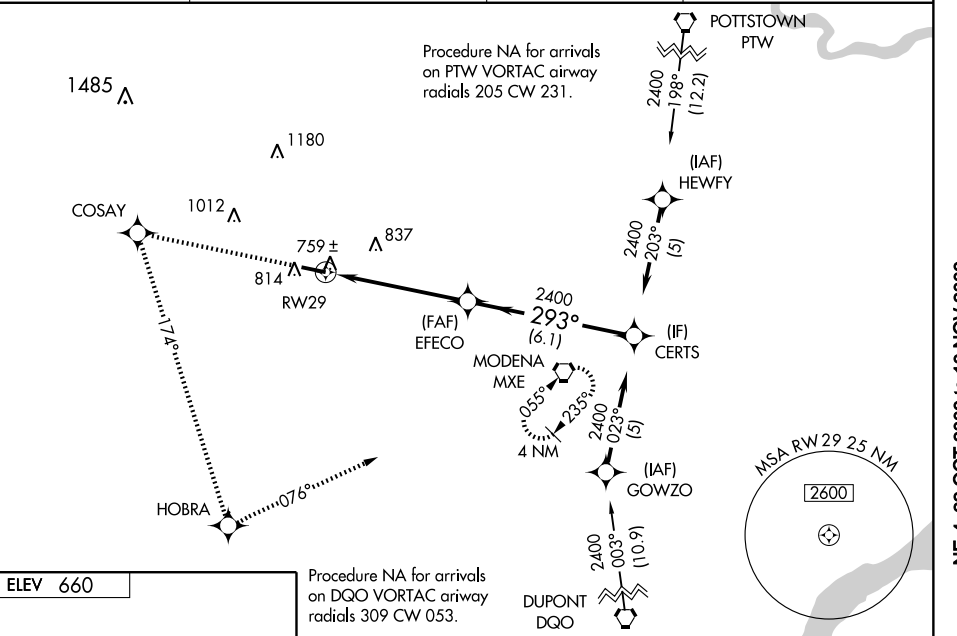
| | | | | | | |
|--|----------|-------------|---------------------------|---------------------------|--|--|
| BOJRY | | | | | ELEV 660 | |
| <div>2400 EFECO 137° TRK MXE</div> <div>3000 112° AZE FY 113° RW11</div> <div>Procedure Turn NA</div> <div>GS 3.00°</div> <div>TCH 42</div> <div>2400</div> <div>6.1 NM 5.3 NM</div> | | | | | <div>113° to RW11</div> <div>0.4% UP</div> <div>5400 X 100</div> <div>TDZE 644</div> <div>29</div> | |
| CATEGORY | A | B | C | D | | |
| LPV DA | 955-1 | | 311 (400-1) | | | |
| LNAV/VNAV DA | 1274-2 ¼ | | 630 (700-2 ¼) | | | |
| LNAV MDA | 1200-1 | 556 (600-1) | 1200-1 ½ 556 (600-1 ½) | 1200-1 ¾ 556 (600-1 ¾) | HIRL Rwy 11-29 | |
| CIRCLING | 1200-1 | 540 (600-1) | 1220-1 ½ 560 (600-1 ½) | 1240-2 580 (600-2) | REIL Rwy 11-29 | |

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 82506 W29A | APP CRS 293° | Rwy Idg TDZE Apt Elev | 5400 660 660 |
|--|------------------------|-----------------------------|---|

▼ Baro-VNAV NA when using Pottstown-Limerick altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pottstown-Limerick altimeter setting and increase all DA 98 feet and all MDA 100 feet, LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats, LNAV visibility Cats C and D ¼ mile, and Circling visibility Cat C and D ¼ mile.
VDP NA when using Pottstown-Limerick altimeter setting.

MISSED APPROACH: Climb to 2400 direct COSAY and left turn via 174° track to HOBRA and left turn via 076° track to MXE VORTAC and hold.

| | | | |
|-------------------------|--|--------------------------|---------------------------------|
| AWOS-3 126.25 | PHILADELPHIA APP CON 124.35 319.15 | CLNC DEL 125.6 | UNICOM 122.7 (CTAF) 0 |
|-------------------------|--|--------------------------|---------------------------------|



| | | | |
|--|----------|-------------|--------------|
| Procedure NA for arrivals on DQO VORTAC airway radials 309 CW 053. | | | |
| 2400 | COSAY | HOBRA | MXE |
| ↑ | 174° TRK | 076° TRK | |
| Procedure Turn NA | | | |
| | | | |
| GS 3.00° TCH 56 | | | |
| CATEGORY | A | B | C |
| LPV DA | 938-1 | | 278 (300-1) |
| LNAV/VNAV DA | 1029-1¼ | | 369 (400-1¼) |
| LNAV MDA | 1020-1 | | 1020-1¼ |
| CIRCLING | 1120-1 | 460 (500-1) | 1240-2 |
| | | | 560 (600-1½) |

HIRL Rwy 11-29 0
REIL Rwy 11-29 0

NE-4, 22 OCT 2009 to 19 NOV 2009

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 2460 |
| 088° | TDZE | 277 |
| | Apt Elev | 277 |

RNAV (GPS) RWY 9
COLLEGEVILLE / PERKIOMEN VALLEY (N1Ø)

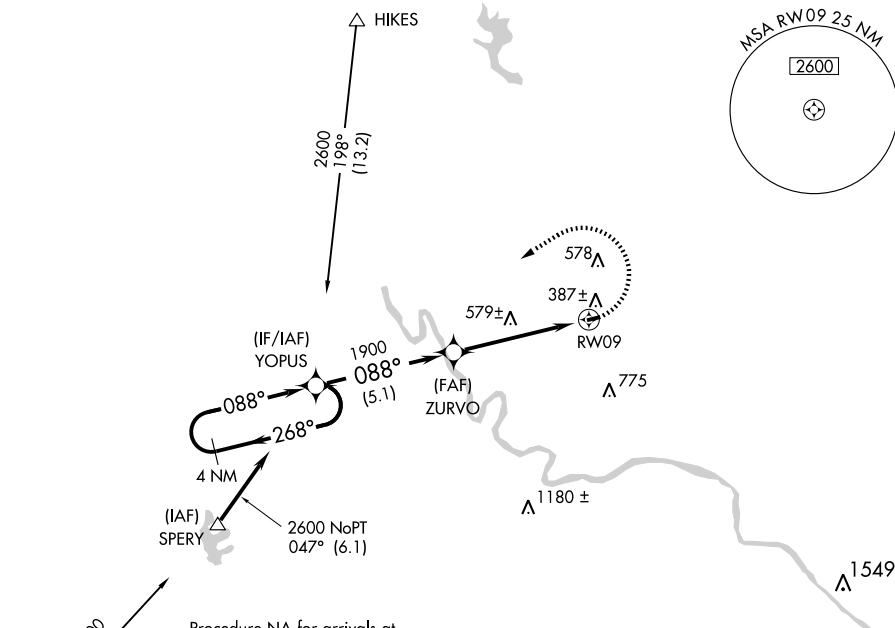
▼
▲ NA
Use Pottstown-Limerick altimeter setting; if not received, use Philadelphia Intl altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2600 direct YOPUS and hold.

PHILADELPHIA APP CON
126.85 263.125

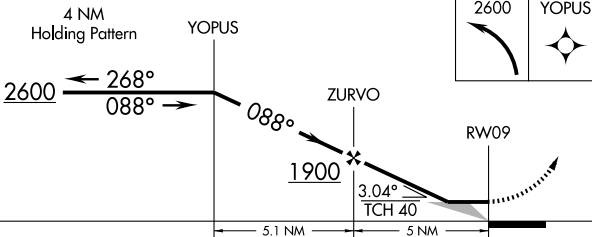
CLNC DEL
118.55

UNICOM
122.8 (CTAF) 0



Procedure NA for arrivals at SPERY via V210 westbound and V403-405 southwest bound and for arrivals at GLOMO via V3-408 westbound.

ELEV 277



| CATEGORY | A | B | C | D | E |
|----------|------------------------|---|----|---|---|
| RNAV MDA | 860 - 1 583 (600-1) | | NA | | |
| CIRCLING | 860 - 1 583 (600-1) | | NA | | |

IURL Rwy 9-27 0 *

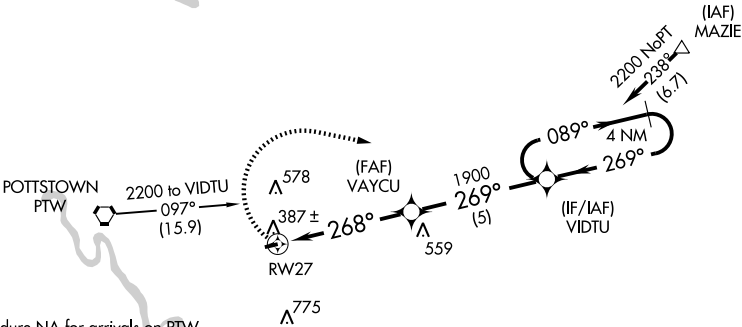
| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 2510 |
| 268° | TDZE | 277 |
| | Apt Elev | 277 |

RNAV (GPS) RWY 27
COLLEGEVILLE / PERKIOMEN VALLEY (N10)

| | |
|---|--|
|  DME/DME RNP-0.3 NA.  NA Use Philadelphia Intl altimeter setting. Straight-in minimums NA at night. | MISSED APPROACH: Climbing right turn to 2200 direct VIDTU and hold. |
|---|--|

| | | |
|--|--------------------|--|
| PHILADELPHIA APP CON 126.85 263.125 | CLNC DEL 118.55 | UNICOM 122.8 (CTAF)  |
|--|--------------------|--|

Procedure NA for arrivals at MAZIE
via V3-419 northeastbound.



Procedure NA for arrivals on PTW
VORTAC airway radials 059 CW 095.



ELEV 277



268° to RW27

1% UP


2880 X 40


TDZE 277

| | |
|---|---|
| 2200 | VIDTU |
|  |  |


| | |
|---|---|
| RW27 | VAYCU |
|  |  |
| 268° | 269° |
| 3.00° | 1900 |
| TCH 40 | |
| 5 NM | 5 NM |

| | | | | |
|----------|------------------------|----|---|---|
| CATEGORY | A | B | C | D |
| LNAV MDA | 860 - 1 583 (600-1) | NA | | |
| CIRCLING | 880 - 1 603 (700-1) | NA | | |

LIRL Rwy 9-27 

 2200 VIDTU

4 NM Holding Pattern

 RW27

VAYCU

268°

269°

1900



3.00°



TCH 40

5 NM



5 NM



| | | | | |
|----------|------------------------|----|---|---|
| CATEGORY | A | B | C | D |
| LNAV MDA | 860 - 1 583 (600-1) | NA | | |
| CIRCLING | 880 - 1 603 (700-1) | NA | | |

| | |
|---|---|
| 2200 | VIDTU |
|  |  |



| | |
|---|---|
| RW27 | VAYCU |
|  |  |
| 268° | 269° |
| 3.00° | 1900 |
| TCH 40 | |
| 5 NM | 5 NM |



| | | | | |
|----------|------------------------|----|---|---|
| CATEGORY | A | B | C | D |
| LNAV MDA | 860 - 1 583 (600-1) | NA | | |
| CIRCLING | 880 - 1 603 (700-1) | NA | | |

| | |
|---|---|
| 2200 | VIDTU |
|  |  |



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|---|---|
| RW27 | VAYCU |
|  |  |
| 268° | 269° |
| 3.00° | 1900 |
| TCH 40 | |
| 5 NM | 5 NM |



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|----------|------------------------|----|---|---|
| CATEGORY | A | B | C | D |
| LNAV MDA | 860 - 1 583 (600-1) | NA | | |
| CIRCLING | 880 - 1 603 (700-1) | NA | | |

| | |
|---|---|
| 2200 | VIDTU |
|  |  |



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|---|---|
| RW27 | VAYCU |
|  |  |
| 268° | 269° |
| 3.00° | 1900 |
| TCH 40 | |
| 5 NM | 5 NM |



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|----------|------------------------|----|---|---|
| CATEGORY | A | B | C | D |
| LNAV MDA | 860 - 1 583 (600-1) | NA | | |
| CIRCLING | 880 - 1 603 (700-1) | NA | | |

| | |
|---|---|
| 2200 | VIDTU |
|  |  |



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|---|---|
| RW27 | VAYCU |
|  |  |
| 268° | 269° |
| 3.00° | 1900 |
| TCH 40 | |
| 5 NM | 5 NM |



| | | | | |
|----------|------------------------|----|---|---|
| CATEGORY | A | B | C | D |
| LNAV MDA | 860 - 1 583 (600-1) | NA | | |
| CIRCLING | 880 - 1 603 (700-1) | NA | | |

| | |
|---|---|
| 2200 | VIDTU |
|  |  |



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|---|---|
| RW27 | VAYCU |
|  |  |
| 268° | 269° |
| 3.00° | 1900 |
| TCH 40 | |
| 5 NM | 5 NM |



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|----------|------------------------|----|---|---|
| CATEGORY | A | B | C | D |
| LNAV MDA | 860 - 1 583 (600-1) | NA | | |
| CIRCLING | 880 - 1 603 (700-1) | NA | | |

| | |
|---|---|
| 2200 | VIDTU |
|  |  |



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| RW27 | VAYCU |
|  |  |
| 268° | 269° |
| 3.00° | 1900 |
| TCH 40 | |
| 5 NM | 5 NM |



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|----------|------------------------|----|---|---|
| CATEGORY | A | B | C | D |
| LNAV MDA | 860 - 1 583 (600-1) | NA | | |
| CIRCLING | 880 - 1 603 (700-1) | NA | | |

| | |
|---|---|
| 2200 | VIDTU |
|  |  |



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|---|---|
| RW27 | VAYCU |
|  |  |
| 268° | 269° |
| 3.00° | 1900 |
| TCH 40 | |
| 5 NM | 5 NM |



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|----------|------------------------|----|---|---|
| CATEGORY | A | B | C | D |
| LNAV MDA | 860 - 1 583 (600-1) | NA | | |
| CIRCLING | 880 - 1 603 (700-1) | NA | | |

| | |
|---|---|
| 2200 | VIDTU |
|  |  |



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|---|---|
| RW27 | VAYCU |
|  |  |
| 268° | 269° |
| 3.00° | 1900 |
| TCH 40 | |
| 5 NM | 5 NM |



| | | | | |
|----------|------------------------|----|---|---|
| CATEGORY | A | B | C | D |
| LNAV MDA | 860 - 1 583 (600-1) | NA | | |
| CIRCLING | 880 - 1 603 (700-1) | NA | | |

| | |
|---|---|
| 2200 | VIDTU |
|  |  |



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|---|---|
| RW27 | VAYCU |
|  |  |
| 268° | 269° |
| 3.00° | 1900 |
| TCH 40 | |
| 5 NM | 5 NM |



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|----------|------------------------|----|---|---|
| CATEGORY | A | B | C | D |
| LNAV MDA | 860 - 1 583 (600-1) | NA | | |
| CIRCLING | 880 - 1 603 (700-1) | NA | | |

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

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| 268° | 269° |
| 3.00° | 1900 |
| TCH 40 | |
| 5 NM | 5 NM |



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| CATEGORY | A | B | C | D |
| LNAV MDA | 860 - 1 583 (600-1) | NA | | |
| CIRCLING | 880 - 1 603 (700-1) | NA | | |

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

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| 3.00° | 1900 |
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
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| LNAV MDA | 860 - 1 583 (600-1) | NA | | |
| CIRCLING | 880 - 1 603 (700-1) | NA | | |

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

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
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| CATEGORY | A | B | C | D |
| LNAV MDA | 860 - 1 583 (600-1) | NA | | |
| CIRCLING | 880 - 1 603 (700-1) | NA | | |

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

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
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| LNAV MDA | 860 - 1 583 (600-1) | NA | | |
| CIRCLING | 880 - 1 603 (700-1) | NA | | |

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

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
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| LNAV MDA | 860 - 1 583 (600-1) | NA | | |
| CIRCLING | 880 - 1 603 (700-1) | NA | | |

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

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
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| LNAV MDA | 860 - 1 583 (600-1) | NA | | |
| CIRCLING | 880 - 1 603 (700-1) | NA | | |

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

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
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| LNAV MDA | 860 - 1 583 (600-1) | NA | | |
| CIRCLING | 880 - 1 603 (700-1) | NA | | |

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

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
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| LNAV MDA | 860 - 1 583 (600-1) | NA | | |
| CIRCLING | 880 - 1 603 (700-1) | NA | | |

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

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
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| LNAV MDA | 860 - 1 583 (600-1) | NA | | |
| CIRCLING | 880 - 1 603 (700-1) | NA | | |

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

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
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| CATEGORY | A | B | C | D |
| LNAV MDA | 860 - 1 583 (600-1) | NA | | |
| CIRCLING | 880 - 1 603 (700-1) | NA | | |

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

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
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| LNAV MDA | 860 - 1 583 (600-1) | NA | | |
| CIRCLING | 880 - 1 603 (700-1) | NA | | |

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

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
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| CATEGORY | A | B | C | D |
| LNAV MDA | 860 - 1 583 (600-1) | NA | | |
| CIRCLING | 880 - 1 603 (700-1) | NA | | |

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

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
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| CATEGORY | A | B | C | D |
| LNAV MDA | 860 - 1 583 (600-1) | NA | | |
| CIRCLING | 880 - 1 603 (700-1) | NA | | |

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

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
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| CIRCLING | 880 - 1 603 (700-1) | NA | | |

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

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
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| CIRCLING | 880 - 1 603 (700-1) | NA | | |

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

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
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| CIRCLING | 880 - 1 603 (700-1) | NA | | |

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

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| LNAV MDA | 860 - 1 583 (600-1) | NA | | |
| CIRCLING | 880 - 1 603 (700-1) | NA | | |

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| 2200 | VIDTU |
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| RW27 | VAYCU |
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VOR RWY 9

COLLEGEVILLE / PERKIOMEN VALLEY (N10)

| | | | |
|------------|---------|----------|------|
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| 116.5 | 110° | TDZE | 277 |
| Chan 112 | | Apt Elev | 277 |

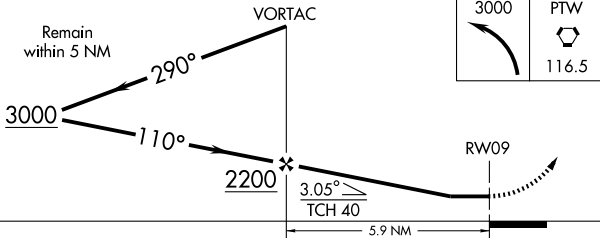
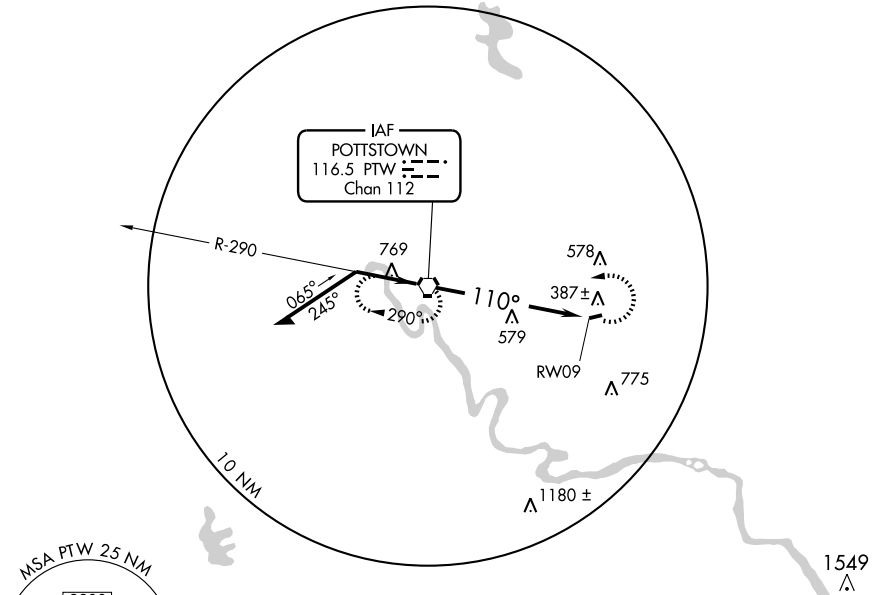


NA

Use Philadelphia Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct PTW VORTAC and hold.

| | | |
|--|--------------------|--------------------------|
| PHILADELPHIA APP CON 126.85 263.125 | CLNC DEL 118.55 | UNICOM 122.8 (CTAF) 0 |
|--|--------------------|--------------------------|



| CATEGORY | A | B | C | D |
|----------|------------------------|---|----|---|
| S-9 | 920 - 1 643 (700-1) | | NA | |
| CIRCLING | 920 - 1 643 (700-1) | | NA | |

ELEV 277

110° 5.9 NM
from FAF

TDZE
277

1% UP →
2880 x 40

27

LRL Rwy 9-27 0 *

FAF to MAP 5.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---------|------|------|------|------|------|
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

LOC RWY 5

CONNELLVILLE / JOSEPH A. HARDY CONNELLVILLE (VVS)

| | | | |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-VVS 110.7 | APP CRS 049° | Rwy Idg TDZE Apt Elev | 3458 1255 1267 |
|---------------------------|------------------------|-----------------------------|---|



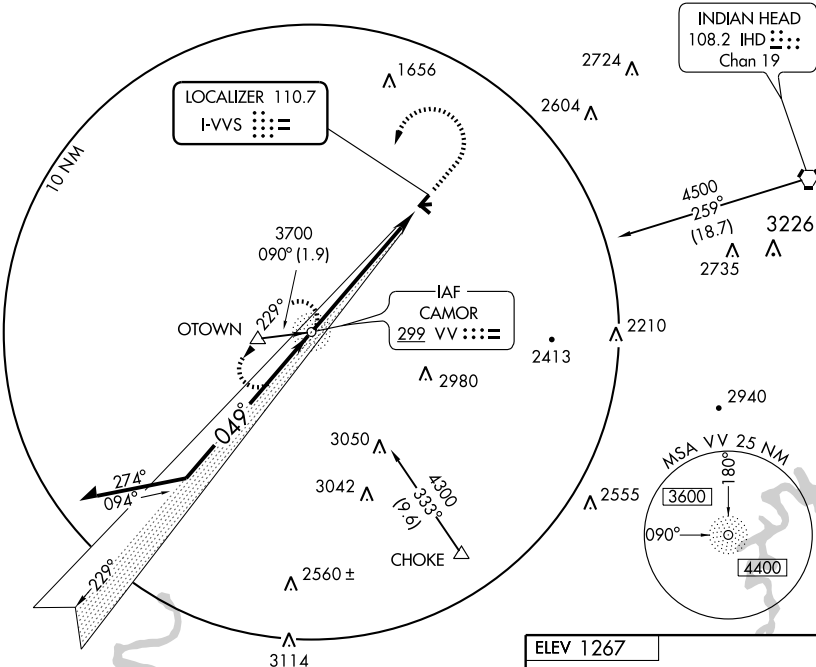
NA

MISSED APPROACH: Climb to 1800 then climbing left turn to 3600 direct CAMOR NDB and hold.

AWOS-3
133.32

CLEVELAND CENTER
124.4 327.1

UNICOM
122.8 (CTAF) 0

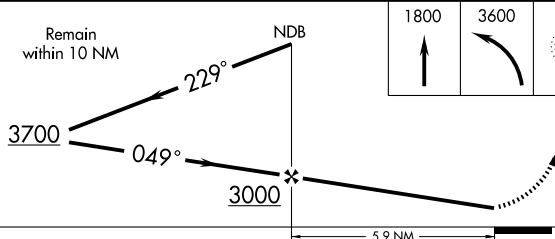


INDIAN HEAD
108.2 IHD
Chan 19

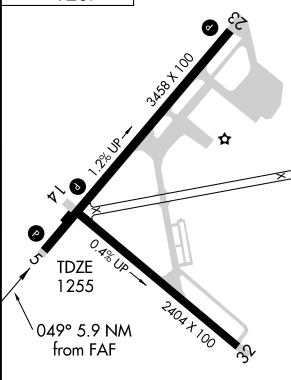
4500
259°
(18.7)
3226
2735
2210
2413
2980
3050
3042
4300
(P. 5)
2560 ±
3114
2555
2940

MSA VV 25 NM
3600
4400
090°

ADF REQUIRED



ELEV 1267



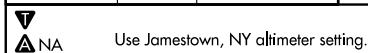
REIL Rwy 5
MIRL Rwy 5-23 and 14-32

FAF to MAP 5.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---------|------|------|------|------|------|
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

| | | | |
|-------------------|-------------|----------|-------------|
| NDB ORJ | APP CRS | Rwy Idg | 4100 |
| <u>258</u> | 128° | TDZE | 1747 |
| | | Apt Elev | 1766 |

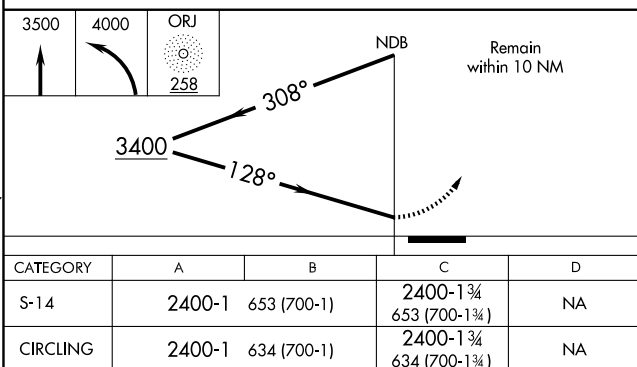
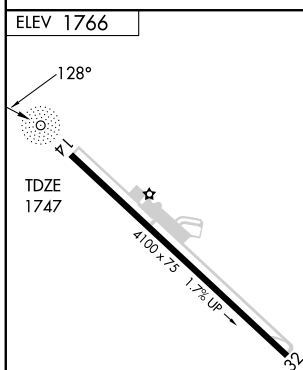
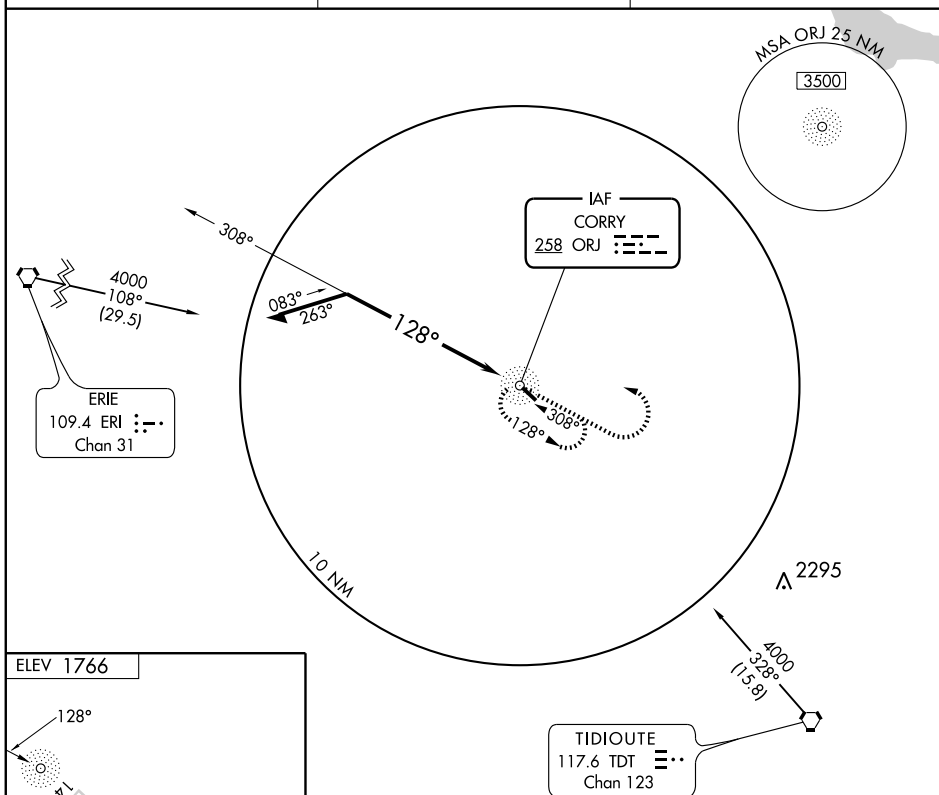
NDB RWY 14
CORY-LAWRENCE (8G2)



MISSED APPROACH: Climb to 3500 then climbing left turn to 4000 direct ORJ NDB and hold.

JAMESTOWN AWOS-3
118.425

ERIE APP CON ★
121.0 257.8

UNICOM
122.8 (CTAF) **L**

NE-4. 22 OCT 2009 to 19 NOV 2009

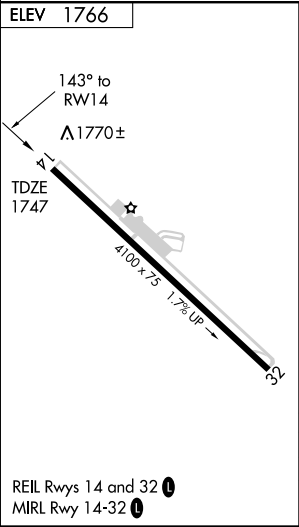
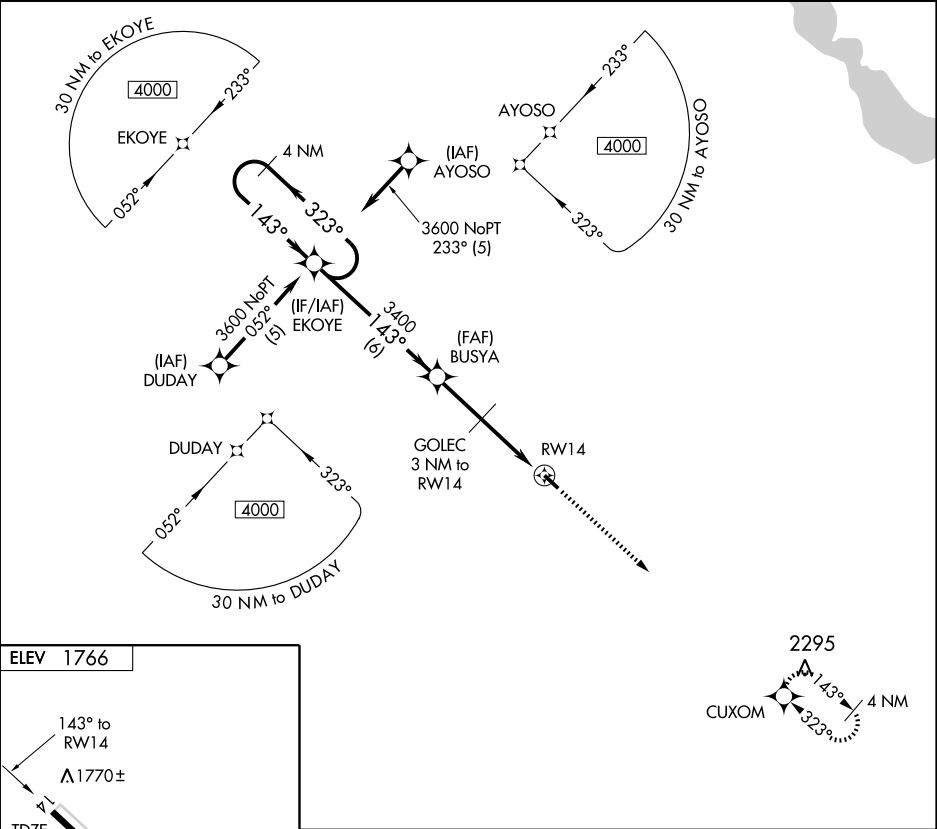
REIL Rwy 14 and 32 **L**
MIRL Rwy 14-32 **L**

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 4100 |
| 143° | TDZE | 1747 |
| | Apt Elev | 1766 |

RNAV (GPS) RWY 14

CORRY-LAWRENCE (8G2)


| | | |
|--|---|--------------------------|
| <div><div><div></div><div></div></div><div>NA</div></div> <div>Use Jamestown, NY altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.</div> | MISSED APPROACH: Climb to 3600 direct CUXOM WP and hold. | |
| JAMESTOWN AWOS-3 118.425 | ERIE APP CON ★ 121.0 257.8 | UNICOM 122.8 (CTAF) 0 |



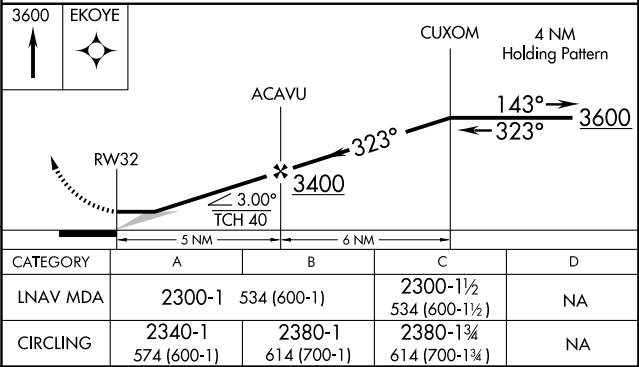
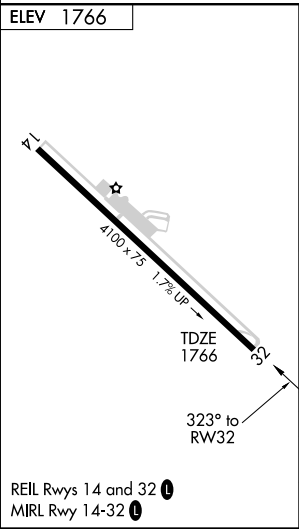
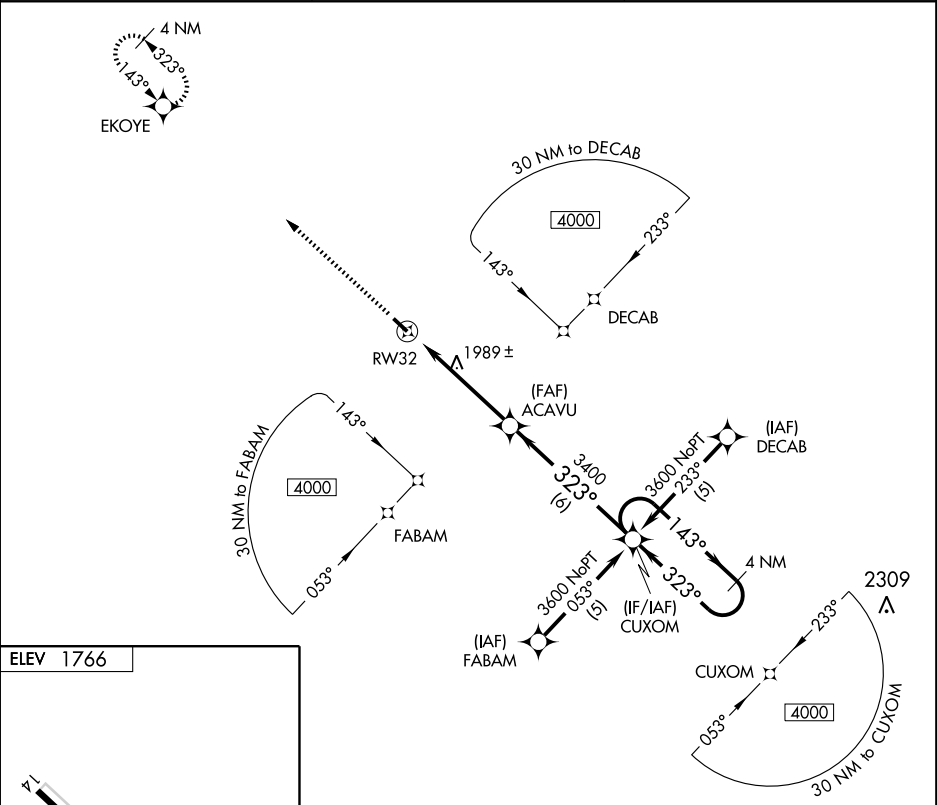
| | | | | | |
|----------------------|-----------------------|-----------------------|-------------------------------|------|-------|
| 4 NM Holding Pattern | | | | 3600 | CUXOM |
| EKOYE | | | | 3400 | |
| BUSYA | | | | 2700 | |
| GOLEC 3 NM to RW14 | | | | | |
| RW14 | | | | | |
| CATEGORY | A | B | C | D | |
| LNAV MDA | 2100-1 353 (400-1) | | | | NA |
| CIRCLING | 2340-1 574 (600-1) | 2380-1 614 (700-1) | 2380-1 3/4 614 (700-1 3/4) | | NA |

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 4100 |
| 323° | TDZE | 1766 |
| | Apt Elev | 1766 |

RNAV (GPS) RWY 32
CORRY-LAWRENCE (8G2)

| | |
|---|---|
|  NA Use Jamestown, NY altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. | MISSED APPROACH: Climb to 3600 direct EYOKE WP and hold. |
|---|---|

| | | |
|-----------------------------|-------------------------------|--------------------------|
| JAMESTOWN AWOS-3 118.425 | ERIE APP CON ★ 121.0 257.8 | UNICOM 122.8 (CTAF) 0 |
|-----------------------------|-------------------------------|--------------------------|



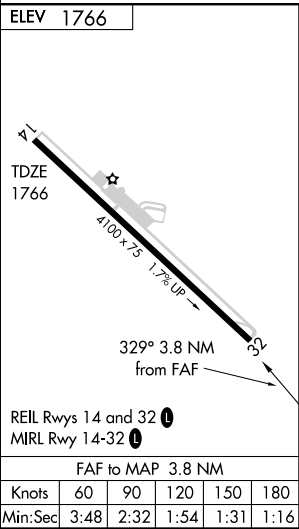
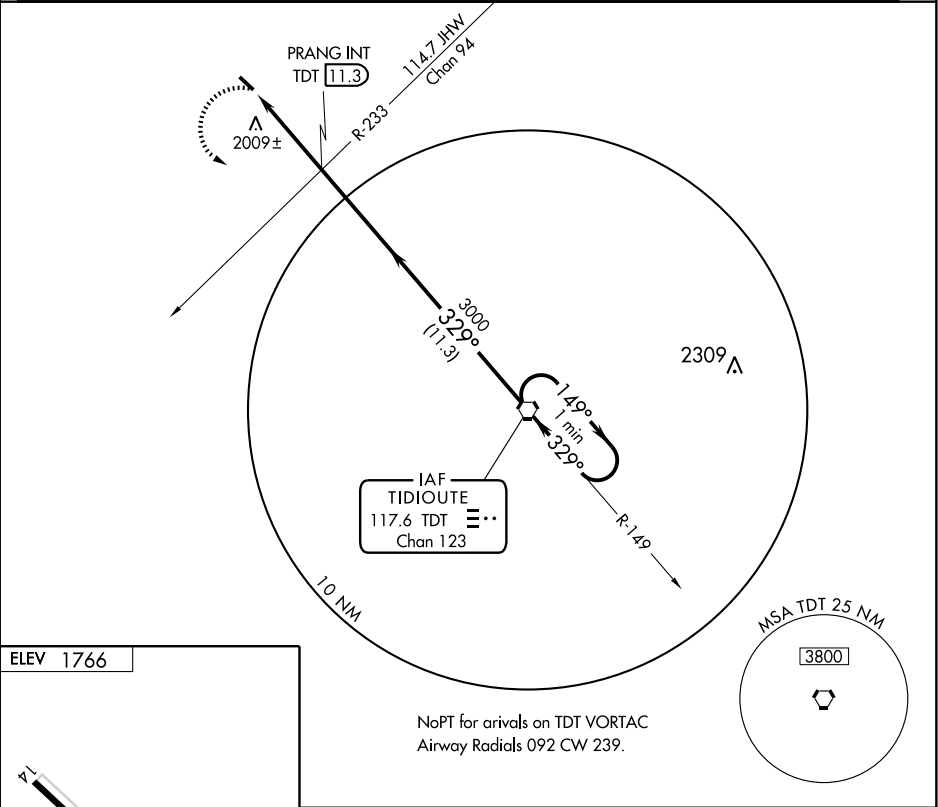
▼






▲ NA

Use Jamestown, NY altimeter setting.

MISSED APPROACH: Climbing left turn to 3600 direct TDT VORTAC and hold.

| | | |
|-----------------------------|-------------------------------|--------------------------|
| JAMESTOWN AWOS-3 118.425 | ERIE APP CON ★ 121.0 257.8 | UNICOM 122.8 (CTAF) 0 |
|-----------------------------|-------------------------------|--------------------------|



| | | | | | |
|---|-----------------------|--|-------------------------|---|--|
| <div>3600</div> <div></div> | | <div>TDT</div> <div></div> <div>117.6</div> | | <div>VORTAC</div> <div>One Minute Holding Pattern</div> | |
| <div>TDT</div> <div></div> <div>15.1</div> | | <div>PRANG INT</div> <div>TDT</div> <div></div> <div>11.3</div> | | <div>149° →</div> <div>← 329°</div> <div>3600</div> | |
| <div></div> | | <div>3.00°</div> <div>TCH 40</div> <div>3000</div> | | | |
| <div>3.8 NM</div> | | <div>11.3 NM</div> | | | |
| CATEGORY | A | B | C | D | |
| S-32 | 2320-1 | 554 (600-1) | 2320-1½ 554 (600-1½) | NA | |
| CIRCLING | 2340-1 574 (600-1) | 2380-1 614 (700-1) | 2380-1¾ 614 (700-1¾) | NA | |

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 3004 |
| 229° | TDZE | 394 |
| | Apt Elev | 394 |

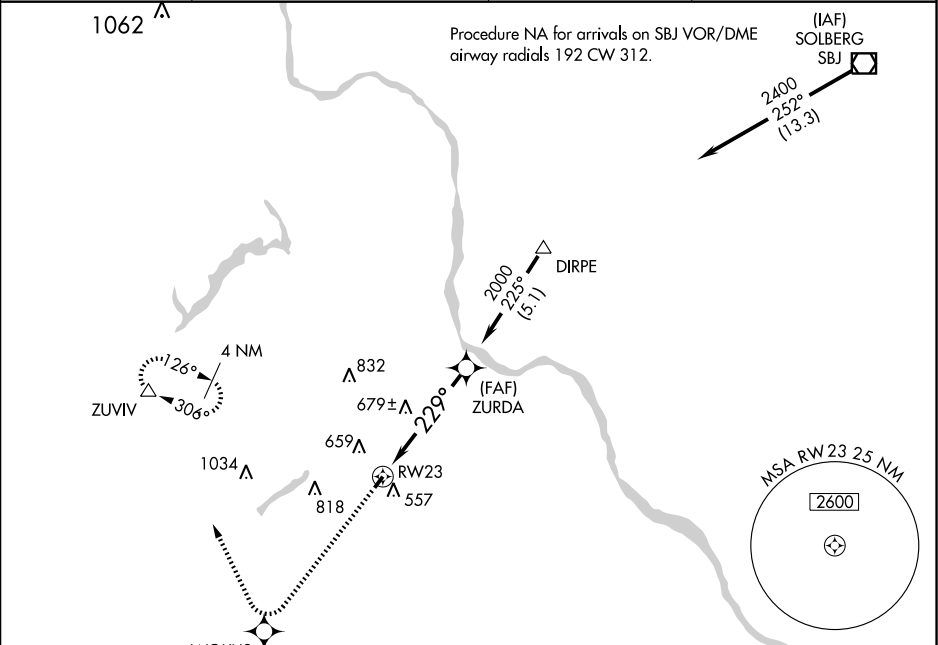
RNAV (GPS) RWY 23

DOYLESTOWN (DYL)

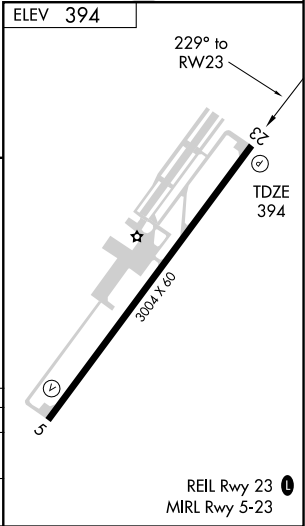
GPS or RNP-0.3 required. If local altimeter setting not received, use Pennridge altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct WOKUS WP and right turn via 346° track to ZUVIV and hold.

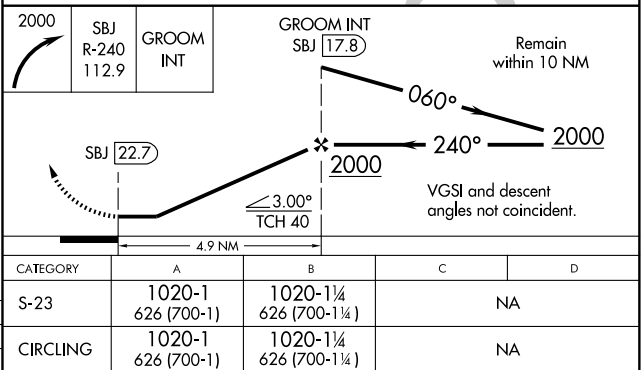
| | | | |
|-----------------|-------------------------------------|--------------------|--------------------------|
| ASOS 118.875 | PHILADELPHIA APP CON 123.8 291.7 | CLNC DEL 118.55 | UNICOM 122.975 (CTAF) |
|-----------------|-------------------------------------|--------------------|--------------------------|



| | | | | | | |
|----------|-------|----------------|---|--------|-------------------|-------|
| 3000 | WOKUS | ZUVIV | VGSI and descent angles not coincident. | | | DIRPE |
| | | | | | | |
| | | 346° track | | | | |
| | | | | | | |
| | | * 1 NM to RW23 | | | | |
| | | RW23 | | | | |
| | | 229° | | | | |
| | | 3.00° TCH 40 | | | | |
| | | 1 NM | 3.9 NM | 5.1 NM | | |
| CATEGORY | A | B | C | D | Procedure Turn NA | |
| LNAV MDA | 940-1 | 546 (600-1) | NA | | | |
| CIRCLING | 960-1 | 566 (600-1) | NA | | | |



MISSED APPROACH: Climbing right turn to 2000 to intercept the SBJ R-240 to GROOM Int/SBJ 17.8 DME and hold.



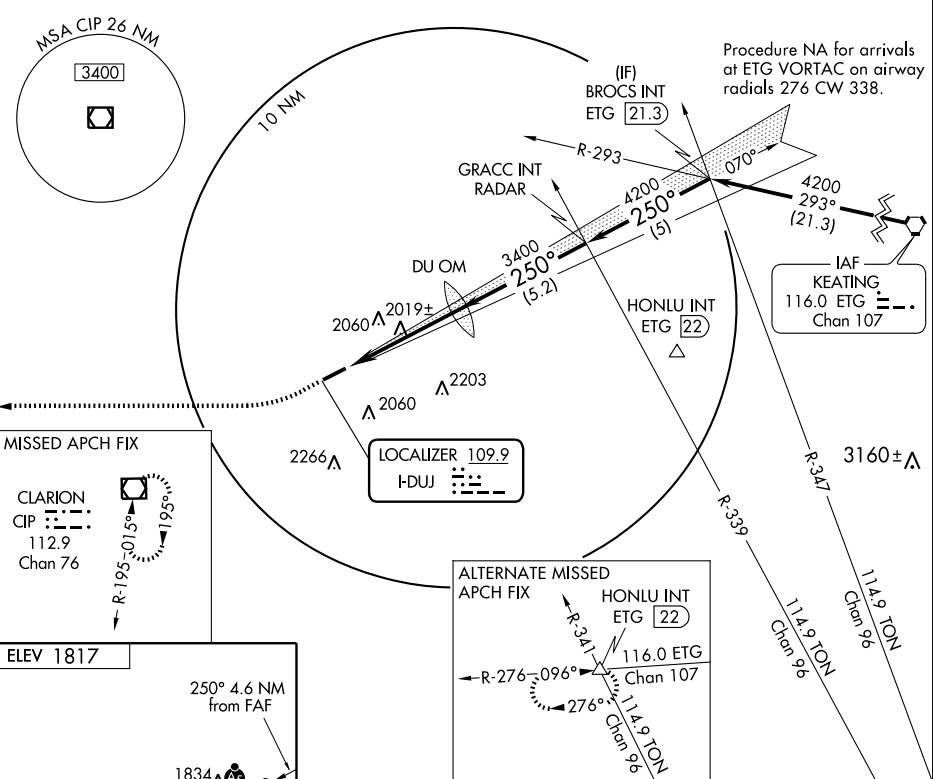
| | | | |
|-----------|---------|----------|------|
| LOC I-DUJ | APP CRS | Rwy Idg | 5503 |
| 109.9 | 250° | TDZE | 1816 |
| | | Apt Elev | 1817 |

When local altimeter setting not received, use Clearfield altimeter setting and increase DA to 2112 feet and all MDAs 100 feet and S-LOC 25 visibility Cats C/D and Circling Cat C ¼ mile. For inoperative MALSR when using Clearfield altimeter setting, increase S-ILS 25 all Cats visibility ½ mile.

MALSR

MISSED APPROACH:
Climb to 2400 then climbing right turn to 4000 direct CIP VOR/DME and hold.

| | | |
|-----------------|------------------------------------|--------------------------|
| ASOS 119.025 | CLEVELAND CENTER 126.725 291.65 | UNICOM 123.0 (CTAF) 0 |
|-----------------|------------------------------------|--------------------------|

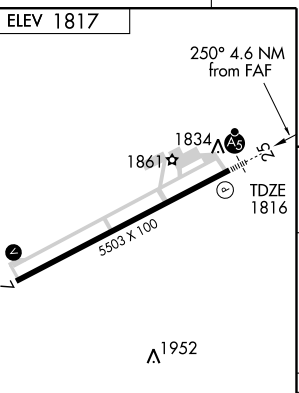


MISSED APCH FIX

CLARION
CIP 112.9
Chan 76

R-195-015°

ELEV 1817



| | | | | | |
|-------------------|--------------------|--------------------|----------------------|--------------------|-------------------|
| REIL Rwy 7 0 | TDZE 1816 | OM 3353 | GRACC INT RADAR | BROCS INT ETG 21.3 | Procedure Turn NA |
| HIRL Rwy 7-25 0 | 5503 X 100 | 3400 | 4200 | 4200 | |
| FAF to MAP 4.6 NM | 4.6 NM | 5.2 NM | 5 NM | | |
| CATEGORY | A | B | C | D | |
| S-ILS 25 | 2016-½ 200 (200-½) | | | | |
| S-LOC 25 | 2280-½ 464 (500-½) | 2280-¾ 464 (500-¾) | 2280-1 464 (500-1) | 2280-1 464 (500-1) | |
| CIRCLING | 2300-1 483 (500-1) | 2320-1 503 (600-1) | 2320-1½ 503 (600-1½) | 2380-2 563 (600-2) | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

NE-4: 22 OCT 2009 to 19 NOV 2009

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 5503 |
| 070° | TDZE | 1817 |
| | Apt Elev | 1817 |

RNAV (GPS) RWY 7
DUBOIS RGNL (DUJ)

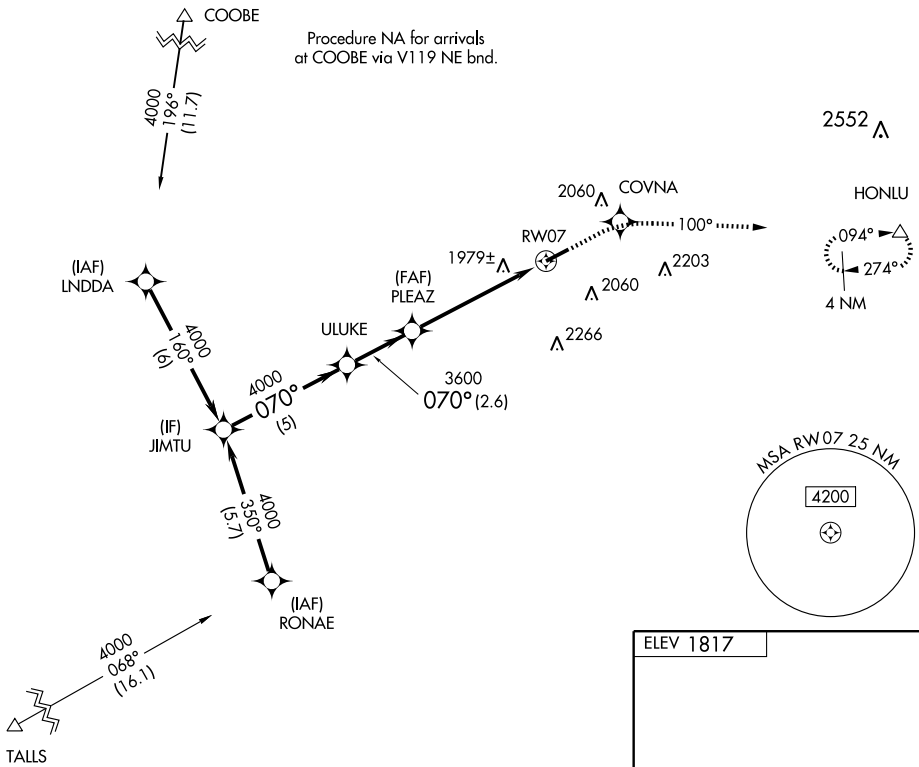
T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
A When local altimeter setting not received, use Clearfield altimeter setting and increase all MDAs 100 feet, LNAV Cats C/D and Circling Cat C visibility ½ mile. VDP NA with Clearfield altimeter setting.

MISSED APPROACH: Climb to 4200
direct COVNA and via 100° track to
HONLU and hold.

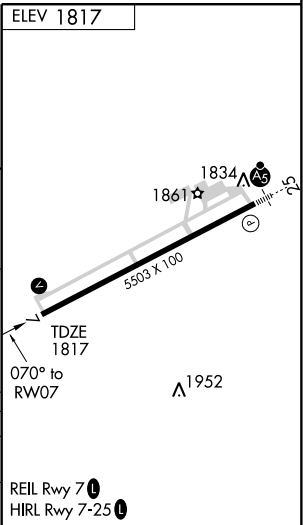
ASOS
119.025

CLEVELAND CENTER
126.725 291.65

UNICOM
123.0 (CTAF) **0**



| | | | | | |
|----------|-----------------------|-----------------------|-------------------------|-----------------------|----------|
| | JIMTU | ULUKE | PLEAZ | COVNA | HONLU |
| | 4000 | 4000 | 3600 | 4200 | TRK 100° |
| | Procedure Turn NA | | 1.2 NM to RW07 | | |
| | 5 NM | 2.6 NM | 4.2 NM | 1.2 | |
| CATEGORY | A | B | C | D | |
| LNAV MDA | 2240-1 | 423 (500-1) | 2240-1¼ | 423 (500-1¼) | |
| CIRCLING | 2300-1 483 (500-1) | 2320-1 503 (600-1) | 2320-1½ 503 (600-1½) | 2380-2 563 (600-2) | |



| | | |
|--|------------------------|---|
| WAAS CH 97407 W25A | APP CRS 250° | Rwy Idg 5503 TDZE 1816 Apt Elev 1817 |
|--|------------------------|---|

RNAV (GPS) RWY 25

DUBOIS RG NL (DUJ)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F), DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clearfield altimeter setting and increase all DAs 96 feet and all MDAs 100 feet and LPV all Cats, LNAV Cat C, Circling Cat C visibilities ¼ mile and LNAV/VNAV all Cats and LNAV Cat D visibilities ½ mile. For nonoperative MALSR when using Clearfield altimeter setting, increase LPV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Clearfield altimeter setting.

MALSR



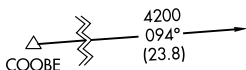
MISSED APPROACH:
Climb to 4000 direct
ULUKE and via 285°
track to CIP VOR/DME
and hold.

ASOS
119.025

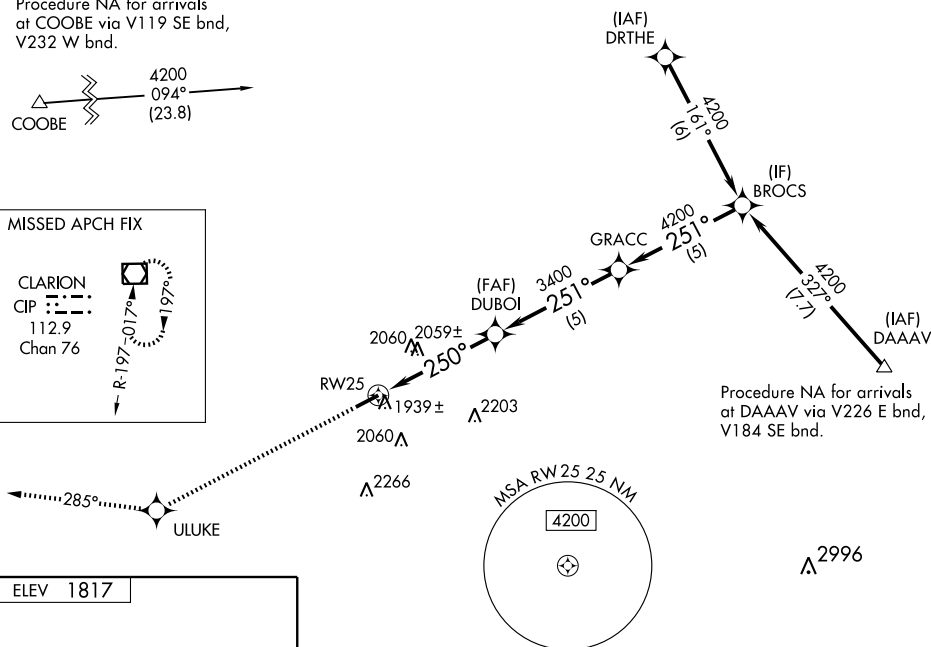
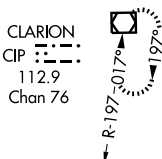
CLEVELAND CENTER
126.725 291.65

UNICOM
123.0 (CTAF) **L**

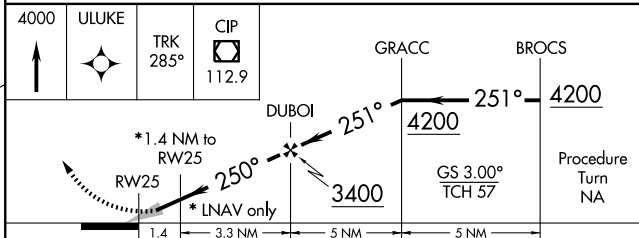
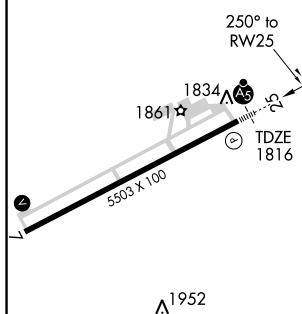
Procedure NA for arrivals
at COOBE via V119 SE bnd,
V232 W bnd.



MISSED APCH FIX



ELEV 1817



| CATEGORY | A | B | C | D |
|------------------|---------------------|---------------------------|--|-----------------------|
| LPV DA | | 2066- $\frac{1}{2}$ | 250 (300- $\frac{1}{2}$) | |
| LNAV/ VNAV DA | | 2209- $\frac{3}{4}$ | 393 (400- $\frac{3}{4}$) | |
| LNAV MDA | 2320- $\frac{1}{2}$ | 504 (600- $\frac{1}{2}$) | 2320-1 | 504 (600-1) |
| CIRCLING | 2320-1 | 503 (600-1) | 2320-1 $\frac{1}{2}$ 503 (600-1 $\frac{1}{2}$) | 2380-2 563 (600-2) |

NE-4. 22 OCT 2009 to 19 NOV 2009

REIL Rwy 7 **L**
HIRL Rwy 7-25 **L**

| | | | |
|---------------------------------|-----------------|-----------------------------|----------------------|
| VOR/DME CIP 112.9 Chan 76 | APP CRS 092° | Rwy Idg TDZE Apt Elev | 5503 1817 1817 |
|---------------------------------|-----------------|-----------------------------|----------------------|

VOR/DME RWY 7
DUBOIS RGNL (DUJ)



MISSED APPROACH: Climbing right turn to 3300 via CIP
VOR/DME R-092 to OREST/CIP 19 DME and hold.

ASOS
119.025

CLEVELAND CENTER
126.725 291.65

UNICOM
123.0 (CTAF) 0

IAF
CLARION
112.9 CIP
Chan 76

3500 NoPT
092°
(9)

(IF)
JUSTS
CIP 9

3300
092°
(10)

(IAF)
OREST
CIP 19

092°
1 min
272°

092°

2060

2060
2040 ±
2266

2203

10 NM

MSA CIP 26 NM

3300

2483

ELEV 1817

092° 5.9 NM
from FAF
5503 X 100
TDZE
1817

1952

One Minute
Holding Pattern

OREST
CIP 19

3300
272°
092°

3300
CIP R-092
112.9

OREST
CIP 19

CIP
24.9

5.9 NM

| CATEGORY | A | B | C | D |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|
| S-7 | 2300-1 483 (500-1) | 2300-1¼ 483 (500-1¼) | 2300-1½ 483 (500-1½) | 2300-1¾ 483 (500-1¾) |
| CIRCLING | 2300-1 483 (500-1) | 2320-1¼ 503 (600-1¼) | 2320-1½ 503 (600-1½) | 2380-2 563 (600-2) |

REIL Rwy 7 0
HIRL Rwy 7-25 0

| | | | |
|---|------------------------|-----------------------------|--|
| VOR/DME STW 109.6 Chan 33 | APP CRS 291° | Rwy Idg TDZE Apt Elev | N/A N/A 480 |
|---|------------------------|-----------------------------|--|

VOR/DME or GPS-A

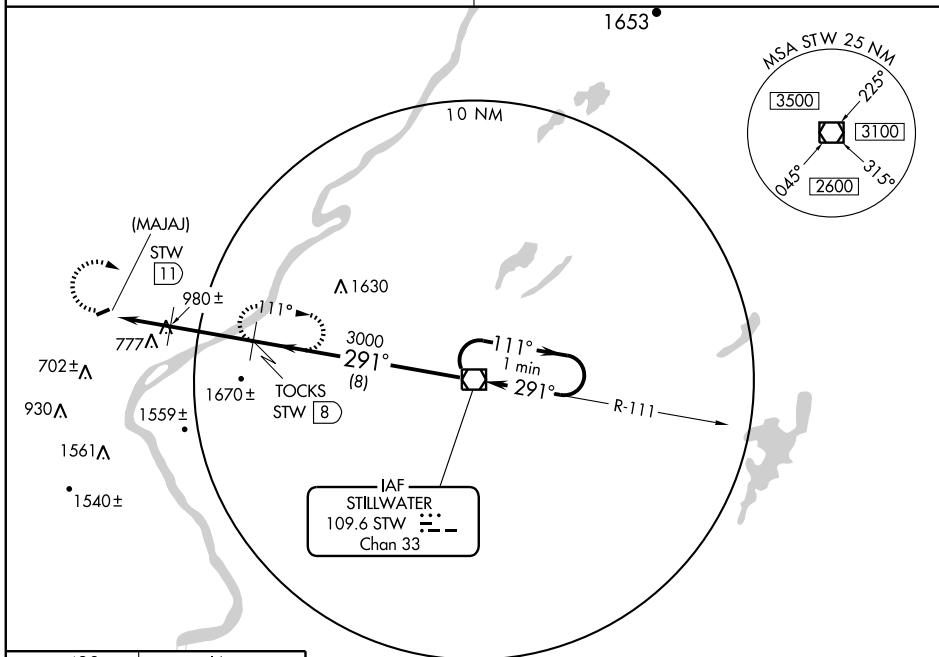
EAST STROUDSBURG / STROUDSBURG-POCONO (N53)

| | |
|-----------------------|---|
| T | Obtain local altimeter setting on CTAF; when not |
| A_{NA} | received, use Allentown altimeter setting minimums. |

MISSED APPROACH: Climbing right turn to 3000 via STW R-291 to TOCKS 8 DME and hold.

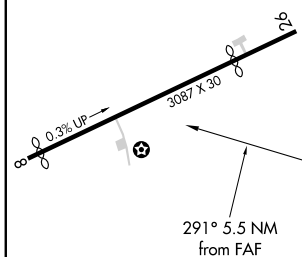
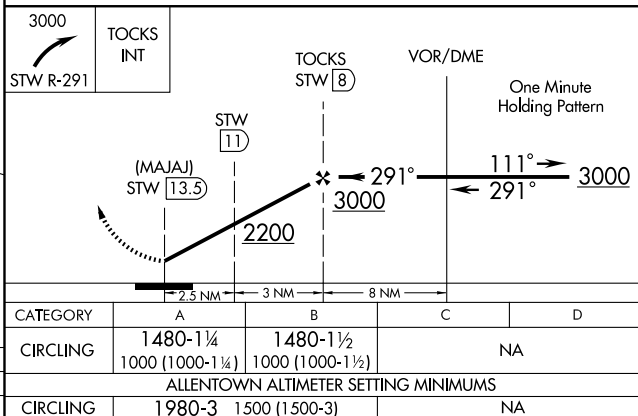
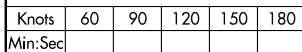
ALLENTOWN APP CON
119.65 397.9

UNICOM
123.0 (CTAF) **L**



| | |
|----------|--|
| ELEV 480 | Rwy 8 ldg 2987' (Nights Only) Rwy 26 ldg 2317' |
|----------|--|

NoPT for arrivals on STW VOR/DME
airway radials 085 CW 121.

LIRL Rwy 8-26 **L** ★

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 1764 |
| 009° | TDZE | 395 |
| | Apt Elev | 399 |

GPS RWY 36

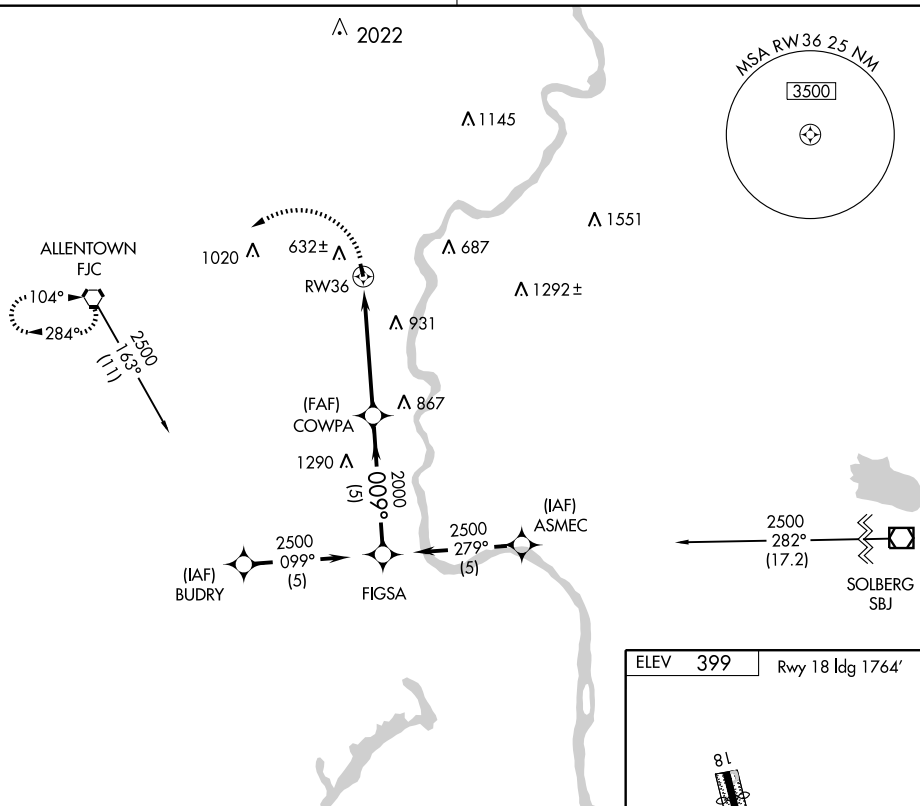
EASTON/BRADEN AIRPARK (N43)

T Use Allentown, PA altimeter setting.
A NA Procedure NA at night.

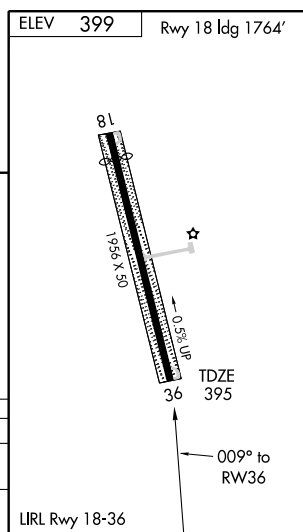
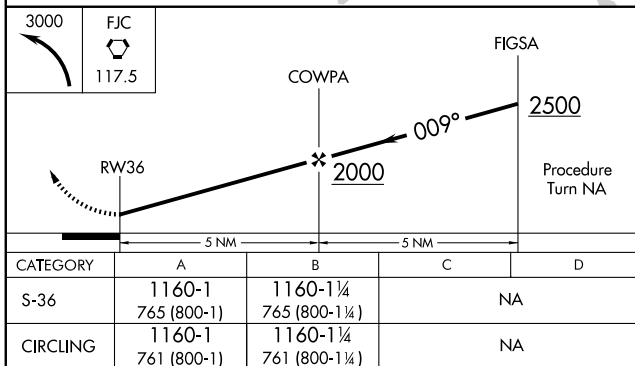
MISSED APPROACH: Climbing left turn to 3000, direct FJC VORTAC and hold.

ALLENTOWN APP CON
119.65 397.9

UNICOM
123.0 (CTAF)



NE-4. 22 OCT 2009 to 19 NOV 2009

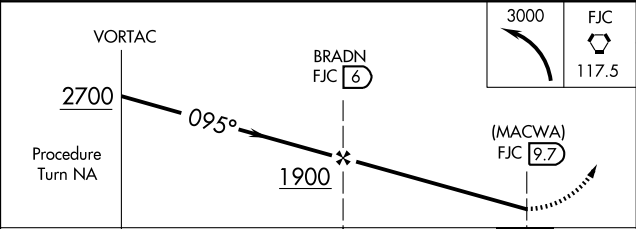
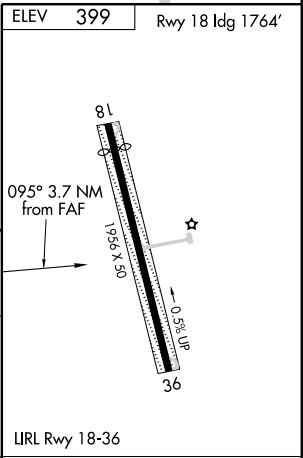
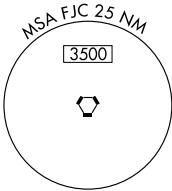
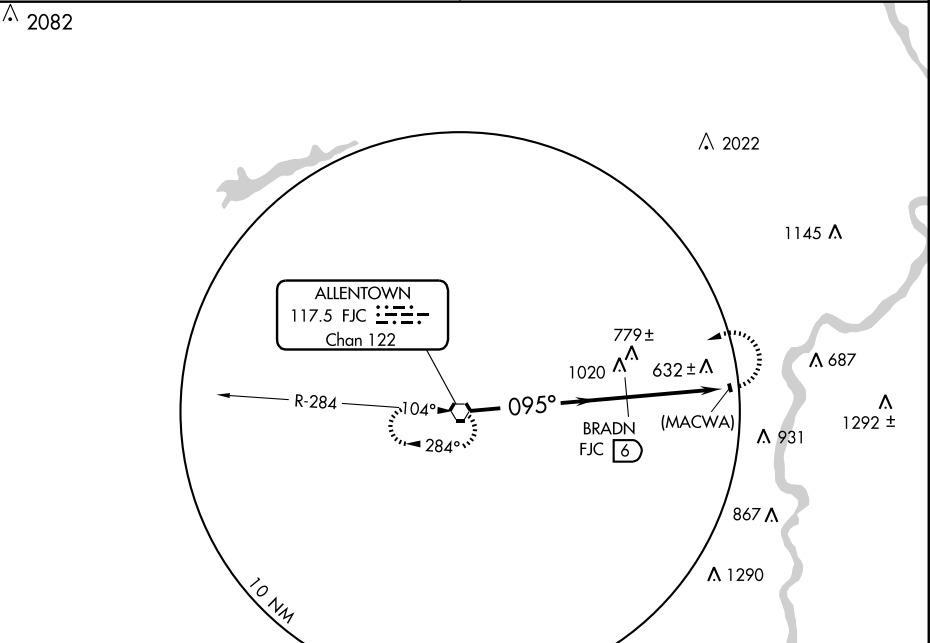


| | | |
|---|------------------------|---|
| VORTAC FJC 117.5 Chan 122 | APP CRS 095° | Rwy Idg TDZE Apt Elev N/A 399 |
|---|------------------------|---|

VOR/DME or GPS-D

EASTON/BRADEN AIRPARK (N43)

| | |
|---|--|
| <div><div>▼</div><div>▲ NA</div></div> <div>Use Allentown, PA altimeter setting. Procedure not authorized at night.</div> | MISSED APPROACH: Climbing left turn to 3000, direct to FJC VORTAC and hold. |
| ALLENTOWN APP CON 119.65 397.9 | UNICOM 123.0 (CTAF) |



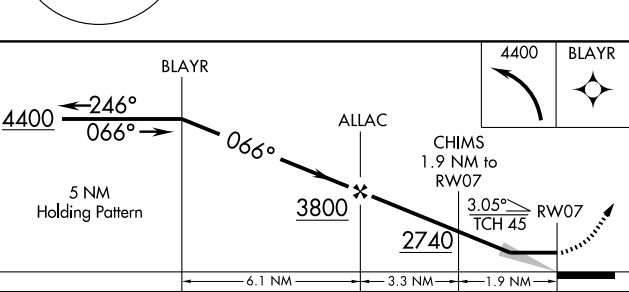
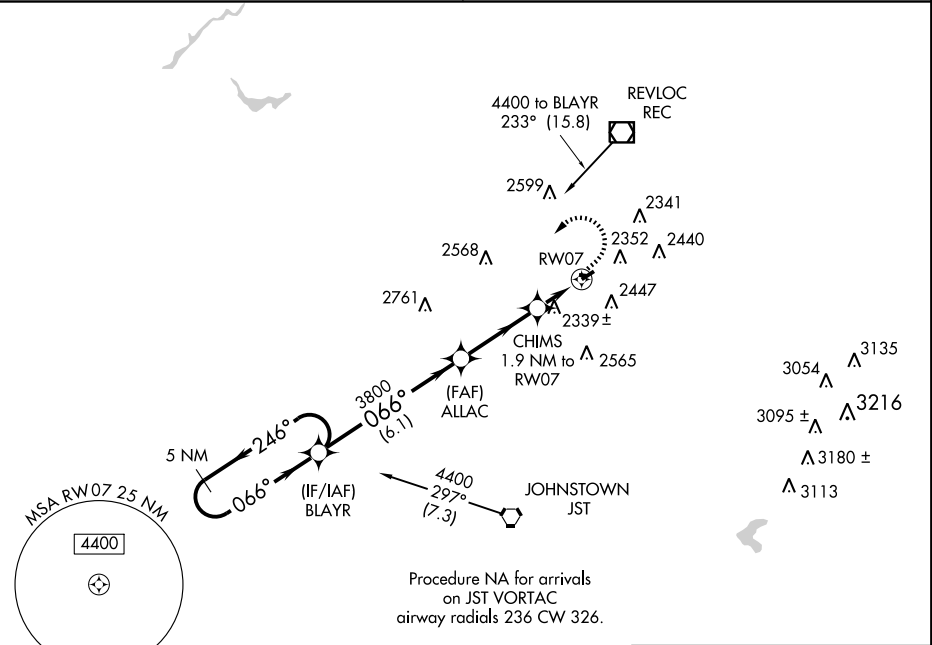
| | | | | | | | | | | |
|----------|---------|---------------|----|----|---------|----|----|-----|-----|-----|
| CATEGORY | A | B | C | D | Knots | 60 | 90 | 120 | 150 | 180 |
| CIRCLING | 1300-1¼ | 901 (1000-1¼) | NA | NA | Min:Sec | | | | | |

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 3204 |
| 066° | TDZE | 2088 |
| | Apt Elev | 2099 |

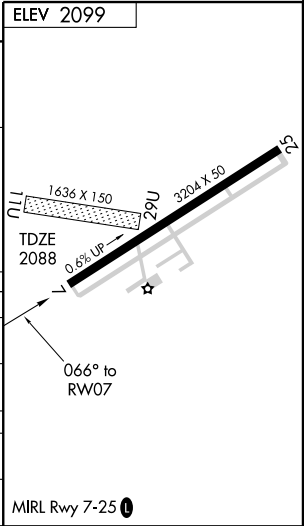
RNAV (GPS) RWY 7

EBensburg (9G8)

| | |
|--|--|
| <div><div>▼</div><div>NA</div></div> <div>DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting.</div> | MISSED APPROACH: Climbing left turn to 4400 direct BLAYR and hold. |
| CLEVELAND CENTER 121.2 299.2 | UNICOM 122.8 (CTAF) 0 |



| CATEGORY | A | B | C | D |
|--------------------------------------|-----------------------|-------------------------|-------------------------|----|
| LNAV MDA | 2600-1 | 512 (600-1) | 2600-1½ 512 (600-1½) | NA |
| CIRCLING | 2780-1 681 (700-1) | 2940-1¼ 841 (900-1¼) | 2940-2½ 841 (900-2½) | NA |
| JOHNSTOWN ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 2640-1 | 552 (600-1) | 2640-1½ 552 (600-1½) | NA |
| CIRCLING | 2820-1 721 (800-1) | 2980-1¼ 881 (900-1¼) | 2980-2¾ 881 (900-2¾) | NA |



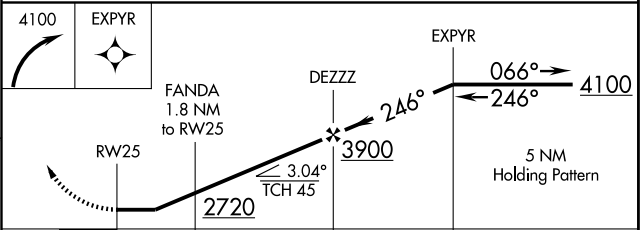
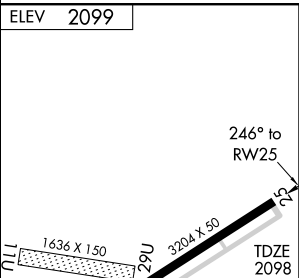
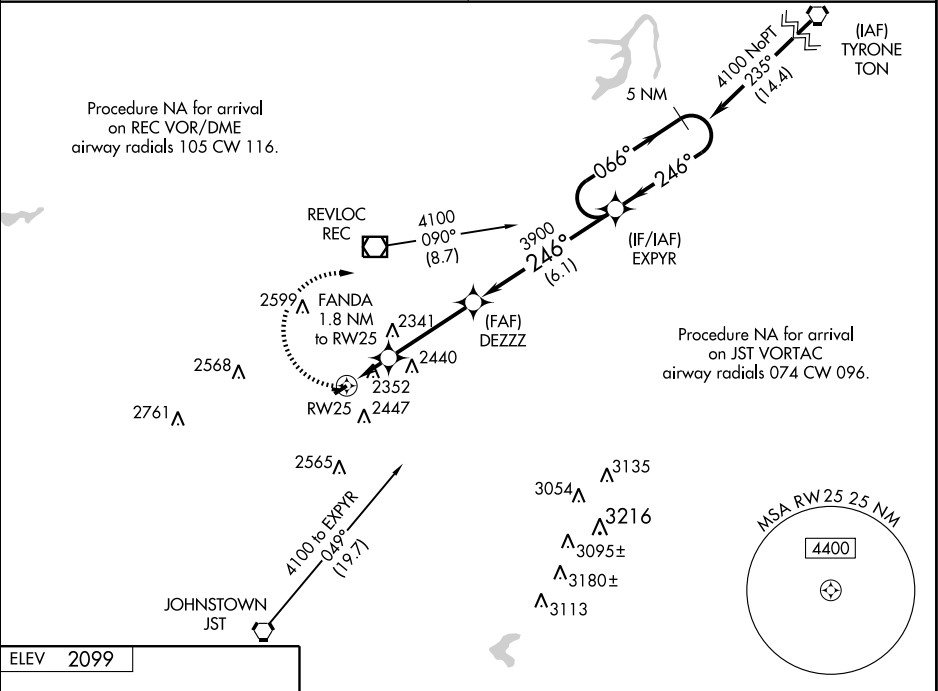
| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 3204 |
| 246° | TDZE | 2098 |
| | Apt Elev | 2099 |

RNAV (GPS) RWY 25

EBensburg (9G8)

| | | |
|--|--|---|
| <div><div>▼</div><div>▲ NA</div></div> | DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting. | MISSED APPROACH: Climbing right turn to 4100 direct EXPYR and hold. |
|--|--|---|

| | |
|---------------------------------|--------------------------|
| CLEVELAND CENTER 121.2 299.2 | UNICOM 122.8 (CTAF) 0 |
|---------------------------------|--------------------------|



| CATEGORY | A | B | C | D |
|--------------------------------------|-----------------------|-------------------------|-------------------------|----|
| LNAV MDA | 2620-1 | 522 (600-1) | 2620-1½ 522 (600-1½) | NA |
| CIRCLING | 2780-1 681 (700-1) | 2940-1¼ 841 (900-1¼) | 2940-2¼ 841 (900-2¼) | NA |
| JOHNSTOWN ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 2660-1 | 562 (600-1) | 2660-1½ 562 (600-1½) | NA |
| CIRCLING | 2820-1 721 (800-1) | 2980-1¼ 881 (900-1¼) | 2980-2½ 881 (900-2½) | NA |

| | | | |
|---|------------------------|-----------------------------|---|
| VOR/DME REC 110.6 Chan 43 | APP CRS 203° | Rwy Idg TDZE Apt Elev | N/A N/A 2099 |
|---|------------------------|-----------------------------|---|

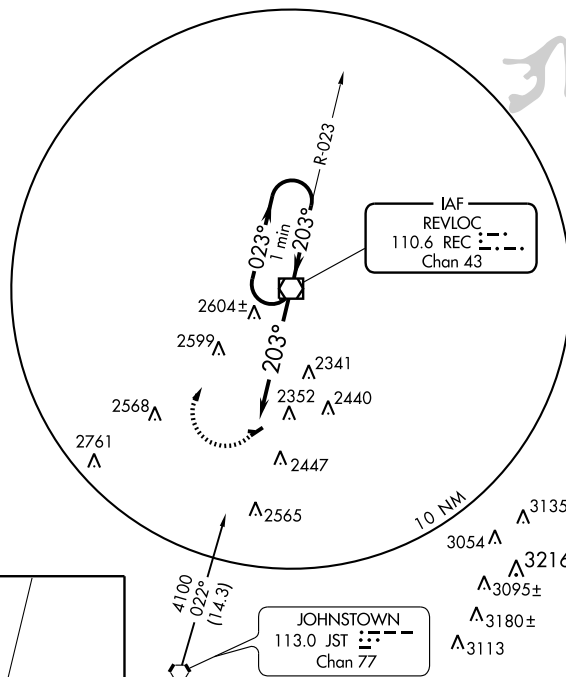
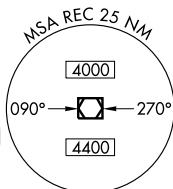
VOR-A
EBENSBURG (9G8)

| | |
|-------------|--|
| T | Obtain local altimeter setting on CTAF; when |
| A NA | not received, use Johnstown altimeter setting. |

MISSED APPROACH: Climbing right turn to 4000
direct REC VOR/DME and hold.

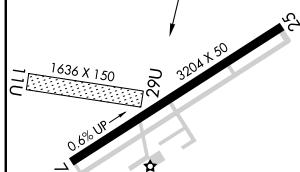
CLEVELAND CENTER
121.2 299.2



UNICOM
122.8 (CTAF) **L**



ELEV 2099

203° 5.1 NM
from FAF -



| | |
|---|---|
| 4000 | REC |
|  |  |
| | 110.6 |

VOR/DME

One Minute Holding Pattern

$$\frac{023^\circ \rightarrow}{203^\circ} \quad \underline{4000}$$

5.1 NM

| CATEGORY | A | B | C | D |
|--------------------------------------|-----------------------|-------------------------|-------------------------|----|
| CIRCLING | 2860-1 761 (800-1) | 2940-1¼ 841 (900-1¼) | 2940-2½ 841 (900-2½) | NA |
| JOHNSTOWN ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 2920-1 821 (900-1) | 2980-1¼ 881 (900-1¼) | 2980-2¾ 881 (900-2¾) | NA |

MIRL Rwy 7-25 **L**

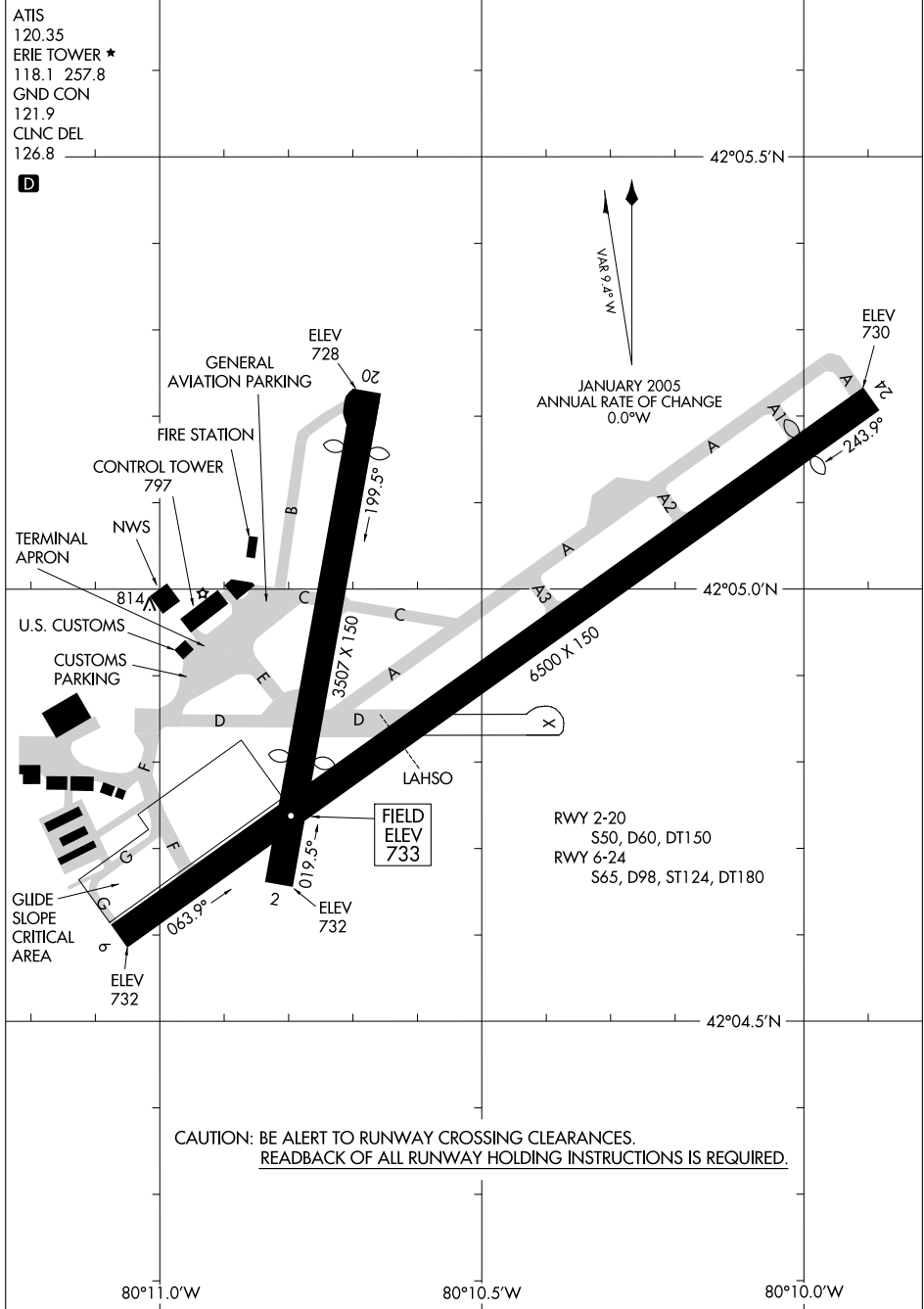
FAF to MAP 5.1 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

AIRPORT DIAGRAM

AL-139 (FAA)

ERIE INTL/TOM RIDGE FIELD (ERI)
ERIE, PENNSYLVANIA



| | | | |
|---------------------|-------------|----------|-------------|
| LOC I-AWY | APP CRS | Rwy Idg | 6010 |
| <u>110.3</u> | 242° | TDZE | 732 |
| | | Apt Elev | 733 |

ILS or LOC/DME RWY 24
ERIE INTL/TOM RIDGE FIELD (ERI)

T Circling to Rwy 20 NA at night. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and **A** S-LOC 24 Cats. C/D and Circling Cat. C visibilities ¼ mile, and Circling Cat. D visibility ½ mile. For inoperative MALSR when using Ashtabula altimeter setting, increase S-LS 24 all Cats. visibility to 1 mile.

MALSR



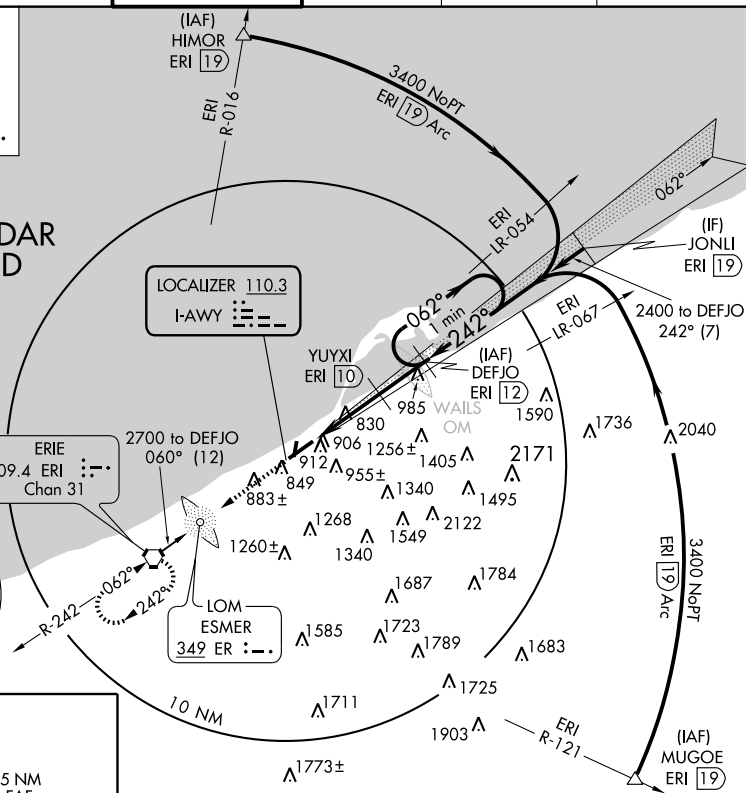
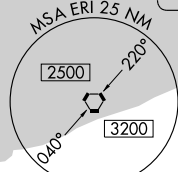
MISSED APPROACH: Climb to 3000 direct ERI VORTAC and hold, continue climb-in-hold to 3000.

| | | | | | |
|----------------|-----------------------|-------------------------------------|------------------|-------------------|------------------|
| ATIS 120.35 | ERIE APP CON 121.0 | ERIE TOWER★ 118.1 (CTAF) 0 257.8 | GND CON 121.9 | CLNC DEL 126.8 | UNICOM 122.95 |
|----------------|-----------------------|-------------------------------------|------------------|-------------------|------------------|

ALTERNATE MISSED
APCH FIX

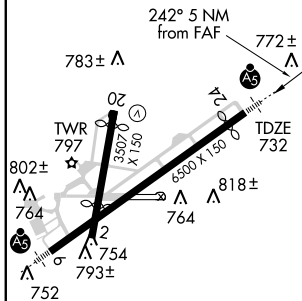


DME or RADAR REQUIRED

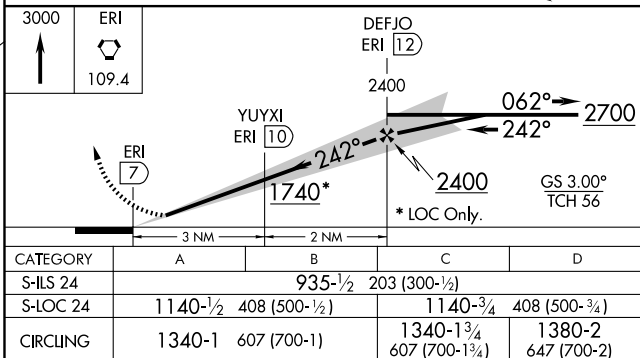


NE-4 22 OCT 2009 to 19 NOV 2009

ELEV 733





HIRL Rwy 6-24 **L**
MIRL Rwy 2-20



| | | | |
|----------------------------------|------------------------|-----------------------------|---|
| LOC I-ERI <u>110.3</u> | APP CRS 062° | Rwy Idg TDZE Apt Elev | 6500 733 733 |
|----------------------------------|------------------------|-----------------------------|---|

ILS or LOC RWY 6
ERIE INTL/TOM RIDGE FIELD (ERI)

-  Circling to Rwy 20 NA at night. Inoperative table does not apply to S-ILS 6.
 For inoperative MALSRL, increase S-LOC 6 Cats. A/B visibility to RVR 5000.
 Visibility reduction by helicopters NA. When local altimeter setting not received, use
 Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and S-LOC 6
 Cats. C/D and Circling Cat. C visibilities ¼ mile and Circling Cat. D visibility ½ mile.
 For inoperative MALSRL, when using Ashtabula altimeter setting, increase S-ILS 6 all
 Cats. visibility to RVR 6000 and S-LOC 6 Cats. A/B to RVR 5000.

MALSR



MISSED APPROACH:
Climb to 1500 then
climbing right turn to
3200 via ERI VORTAC
R-064 to HAMIT INT/ERI
17.7 DME and hold.

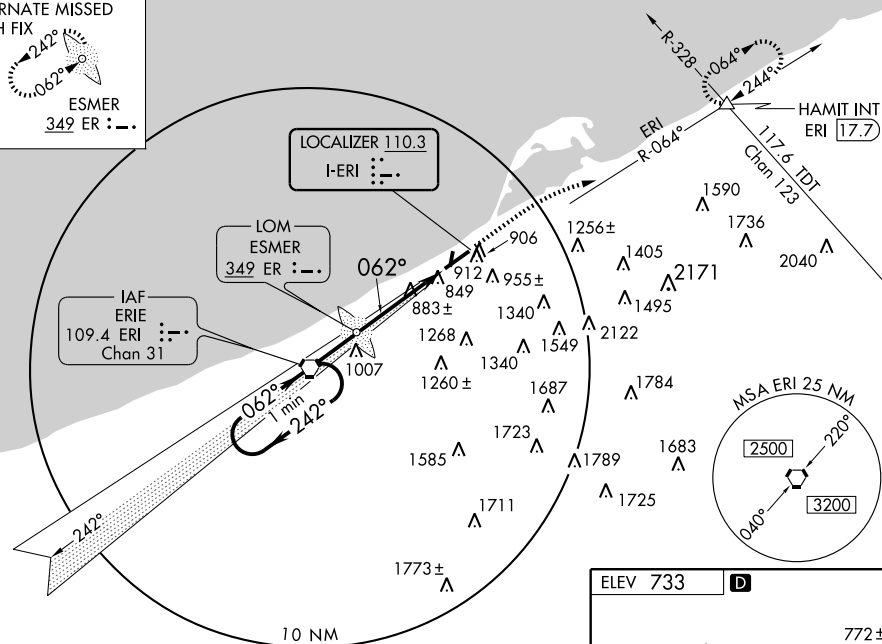
| | | | | | |
|-----------------------|------------------------------|---|-------------------------|--------------------------|-------------------------|
| ATIS 120.35 | ERIE APP CON 121.0 | ERIE TOWER ★ 118.1 (CTAF) 0 257.8 | GND CON 121.9 | CLNC DEL 126.8 | UNICOM 122.95 |
|-----------------------|------------------------------|---|-------------------------|--------------------------|-------------------------|

ALTERNATE MISSED
APCH FIX



ESMER

349 ER :—.



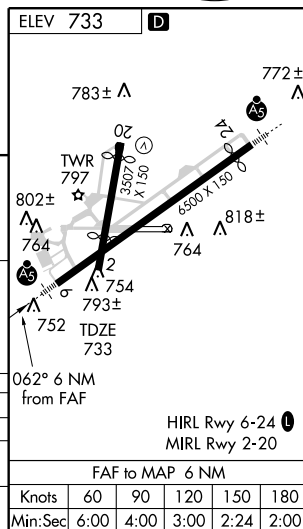
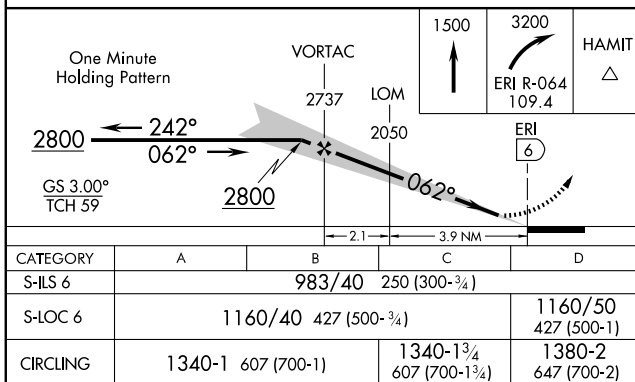
MSA ERI 25 NM

2500

220

ELEV 733

D



NDB RWY 6

ERIE INTL/TOM RIDGE FIELD (ERI)

| | | | |
|--------|---------|----------|------|
| LOM ER | APP CRS | Rwy Idg | 6500 |
| 349 | 062° | TDZE | 733 |
| | | Apt Elev | 733 |

⚠ Circling to Rwy 20 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 ft and S-6 Cats. C/D and Circling Cat. C visibilities ¼ mile and Circling Cat. D visibility ½ mile.

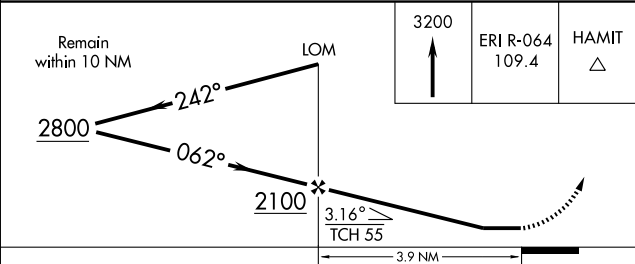
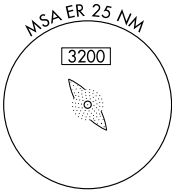
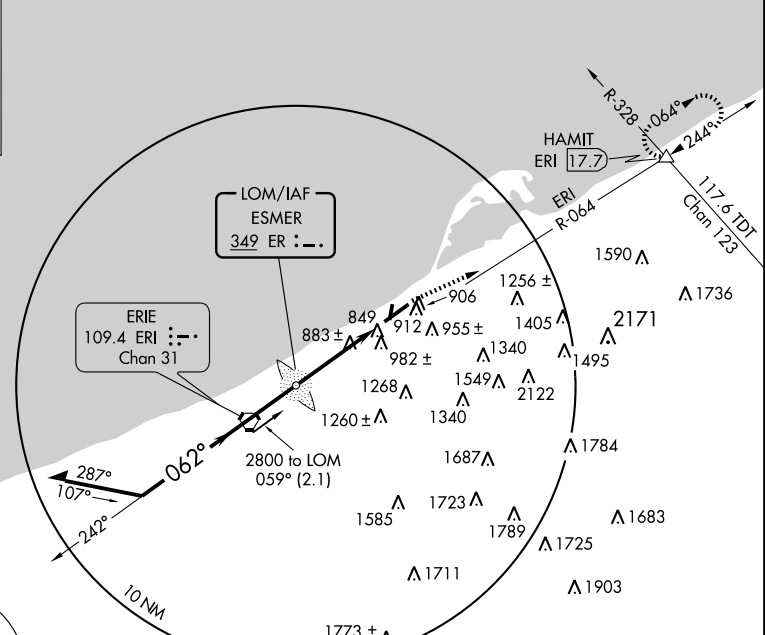
MALSR

MISSED APPROACH: Climb to 3200 via ERI VORTAC R-064 to HAMIT INT/ERI 17.7 DME and hold.

| | | | | | |
|--------|--------------|----------------------|---------|----------|--------|
| ATIS | ERIE APP CON | ERIE TOWER ★ | GND CON | CLNC DEL | UNICOM |
| 120.35 | 121.0 | 118.1 (CTAF) 0 257.8 | 121.9 | 126.8 | 122.95 |

ALTERNATE MISSED APCH FIX

ESMER
349 ER :--.



| CATEGORY | A | B | C | D |
|----------|---------------------|---|----------------------|----------------------|
| S-6 | 1300/40 567 (600-¾) | | 1300/50 567 (600-1) | 1300-1½ 567 (600-1½) |
| CIRCLING | 1340-1 607 (700-1) | | 1340-1¾ 607 (700-1¾) | 1380-2 647 (700-2) |

ELEV 733 **D**

HIRL Rwy 6-24
MIRL Rwy 2-20

FAF to MAP 3.9 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |

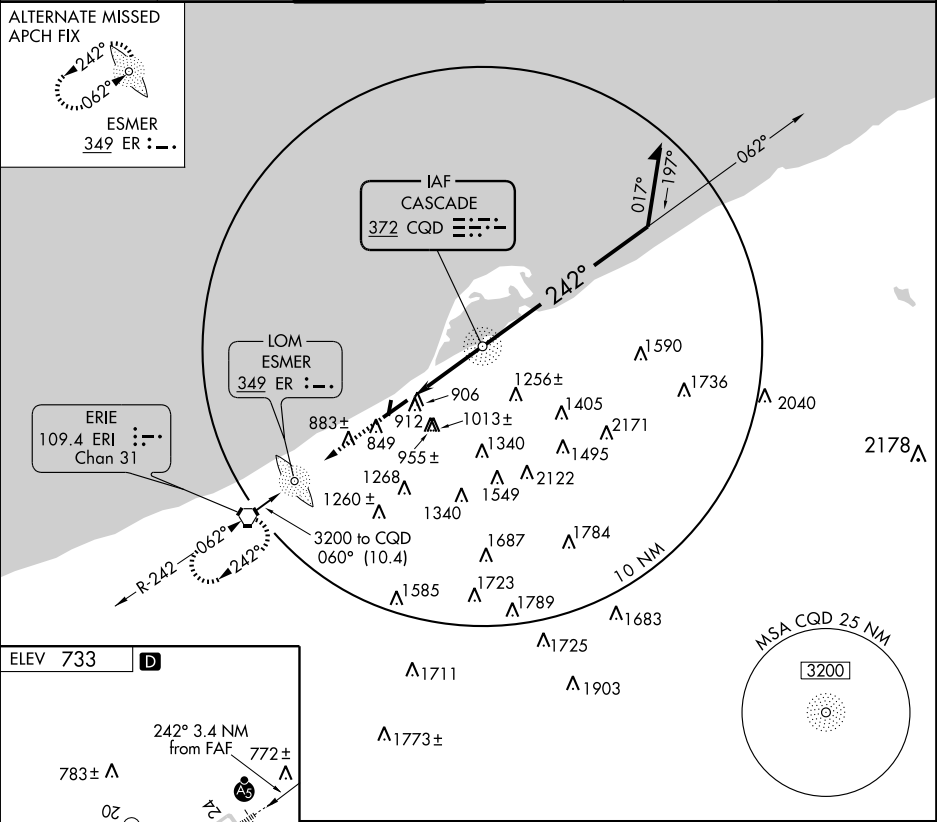
| | | | |
|---------|---------|----------|------|
| NDB CQD | APP CRS | Rwy Idg | 6010 |
| 372 | 242° | TDZE | 732 |
| | | Apt Elev | 733 |

NDB RWY 24

ERIE INTL/TOM RIDGE FIELD (ERI)

| | | |
|--|-------------------------|---|
| <p>⚠ Circling to Rwy 20 NA at night. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 feet and S-24 Cats. C/D and Circling Cat. D visibilities ½ mile, and Circling Cat. C visibility ¼ mile.</p> | <p>MALS R</p> <p>AS</p> | <p>MISSED APPROACH: Climb to 3000 direct ERI VORTAC and hold.</p> |
|--|-------------------------|---|

| | | | | | |
|----------------|-----------------------|-------------------------------------|------------------|-------------------|------------------|
| ATIS 120.35 | ERIE APP CON 121.0 | ERIE TOWER★ 118.1 (CTAF) 0 257.8 | GND CON 121.9 | CLNC DEL 126.8 | UNICOM 122.95 |
|----------------|-----------------------|-------------------------------------|------------------|-------------------|------------------|



| | |
|----------------------|--|
| ELEV 733 | D |
| 242° 3.4 NM from FAF | 772± |
| 783± | 772± |
| TWR 797 | TDZE 732 |
| 802± | 764 |
| 764 | 764 |
| 754 | 793± |
| 752 | 752 |
| HIRL Rwy 6-24 | MIRL Rwy 2-20 |
| FAF to MAP 3.4 NM | |
| Knots | 60 90 120 150 180 |
| Min:Sec | 3:24 2:16 1:42 1:22 1:08 |
| CATEGORY | A B C D |
| S-24 | 1320-¾ 588 (600-¾) 1320-1 588 (600-1) 1320-1½ 588 (600-1½) |
| CIRCLING | 1340-1 607 (700-1) 1340-1¾ 607 (700-1¾) 1380-2 647 (700-2) |

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 77612 W06A | APP CRS 062° | Rwy Idg TDZE Apt Elev | 6500 733 733 |
|--|------------------------|-----------------------------|---|

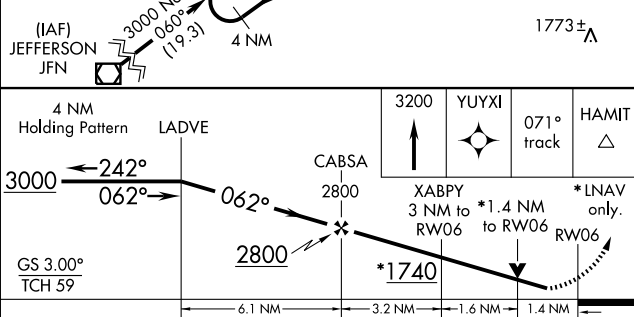
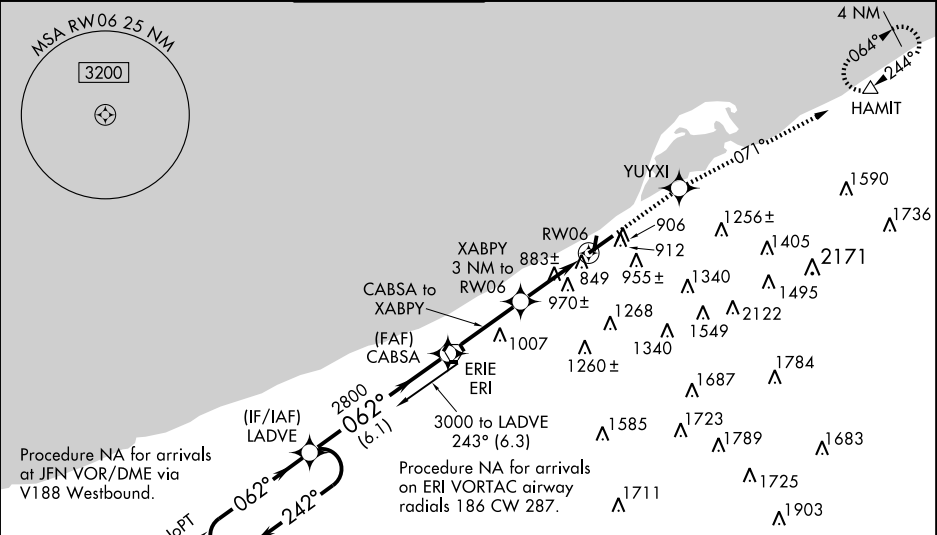
RNAV (GPS) RWY 6
ERIE INTL/TOM RIDGE FIELD (ERI)

⚠ Circling to Rwy 20 NA at night. Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cats. A/B visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and LNAV/VNAV all Cats. visibility 1 mile, LNAV Cat. C and Circling Cat. C visibilities ½ mile, LNAV Cat. D and Circling Cat. D visibilities ½ mile. When using Ashtabula altimeter setting: inoperative table does not apply to LNAV/VNAV; for inoperative MALSR, increase LPV all Cats. visibility to RVR 6000 and LNAV Cats. A/B visibility to RVR 5000. Baro-VNAV and VDP NA when using Ashtabula altimeter setting.

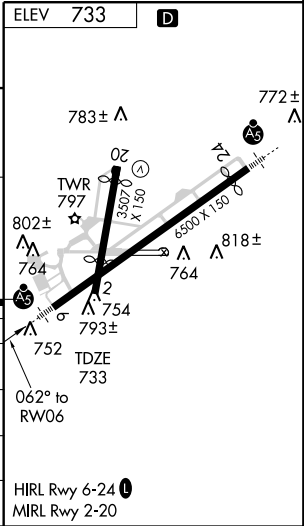


MISSED APPROACH:
Climb to 3200 direct YUYXI and via 071° track to HAMIT and hold.

| | | | | | |
|-----------------------|------------------------------|--|-------------------------|--------------------------|-------------------------|
| ATIS 120.35 | ERIE APP CON 121.0 | ERIE TOWER ★ 118.1 (CTAF) 0 257.8 | GND CON 121.9 | CLNC DEL 126.8 | UNICOM 122.95 |
|-----------------------|------------------------------|--|-------------------------|--------------------------|-------------------------|




| CATEGORY | A | B | C | D |
|--------------|----------------------|-------------|-------------------------|-----------------------|
| LPV DA | 983/40 250 (300-¾) | | | |
| LNAV/VNAV DA | 1274/60 541 (600-1¼) | | | |
| LNAV MDA | 1240/40 | 507 (600-¾) | 1240/50 | 507 (600-1) |
| CIRCLING | 1340-1 | 607 (700-1) | 1340-1¾ 607 (700-1¾) | 1380-2 647 (700-2) |



| | | |
|--|------------------------|---|
| WAAS CH 86812 W24A | APP CRS 243° | Rwy Idg 6010 TDZE 732 Apt Elev 733 |
|--|------------------------|---|

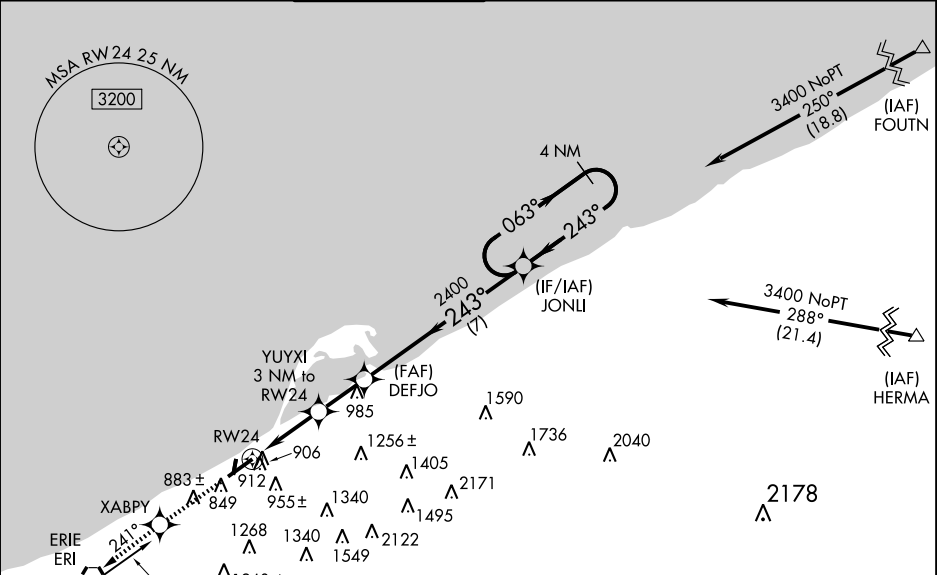
RNAV (GPS) RWY 24
ERIE INTL/TOM RIDGE FIELD (ERI)

⚠ Circling to Rwy 20 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and LNAV/VNAV all Cats., LNAV Cats. C/D, and Circling Cat. C visibilities ¼ mile and Circling Cat. D visibility ½ mile. For inoperative MALSR when using Ashtabula altimeter setting, increase LPV all Cats visibility to 1 mile. Baro-VNAV and VDP NA when using Ashtabula altimeter setting.

MALSR


MISSED APPROACH:
Climb to 3000 direct XABPY and via 241° track to ERI VORTAC and hold, continue climb-in-hold to 3000.

| | | | | | |
|-----------------------|------------------------------|--|-------------------------|--------------------------|-------------------------|
| ATIS 120.35 | ERIE APP CON 121.0 | ERIE TOWER* 118.1 (CTAF) 0 257.8 | GND CON 121.9 | CLNC DEL 126.8 | UNICOM 122.95 |
|-----------------------|------------------------------|--|-------------------------|--------------------------|-------------------------|



3000

XABPY

241° track

ERI

*LNAV Only

YUYXI
3 NM to RWY 24

DEFJO
2400

JONLI
4 NM Holding Pattern

RWY 24

1.3 NM

1.7 NM

2 NM

7 NM

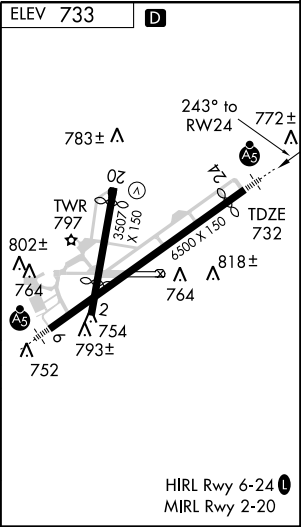
1740*

2400

3400

GS 3.00° TCH 56

| CATEGORY | A | B | C | D |
|--------------|--------------------|---|----------------------|--------------------|
| LPV DA | 935-1½ | | 203 (300-½) | |
| LNAV/DA VNAV | 1207-1¼ | | 475 (500-1¼) | |
| LNAV MDA | 1200-½ 468 (500-½) | | 1200-¾ 468 (500-¾) | 1200-1 468 (500-1) |
| CIRCLING | 1340-1 607 (700-1) | | 1340-1¾ 607 (700-1¾) | 1380-2 647 (700-2) |



HIRL Rwy 6-24
MIRL Rwy 2-20

VOR/DME RWY 24
ERIE INTL/TOM RIDGE FIELD (ERI)

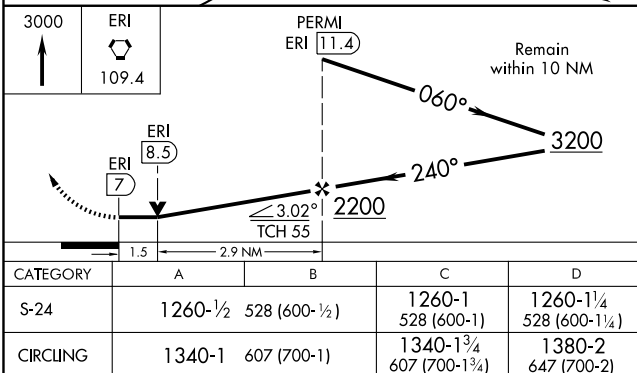
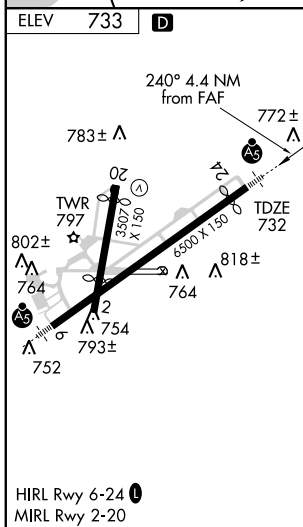
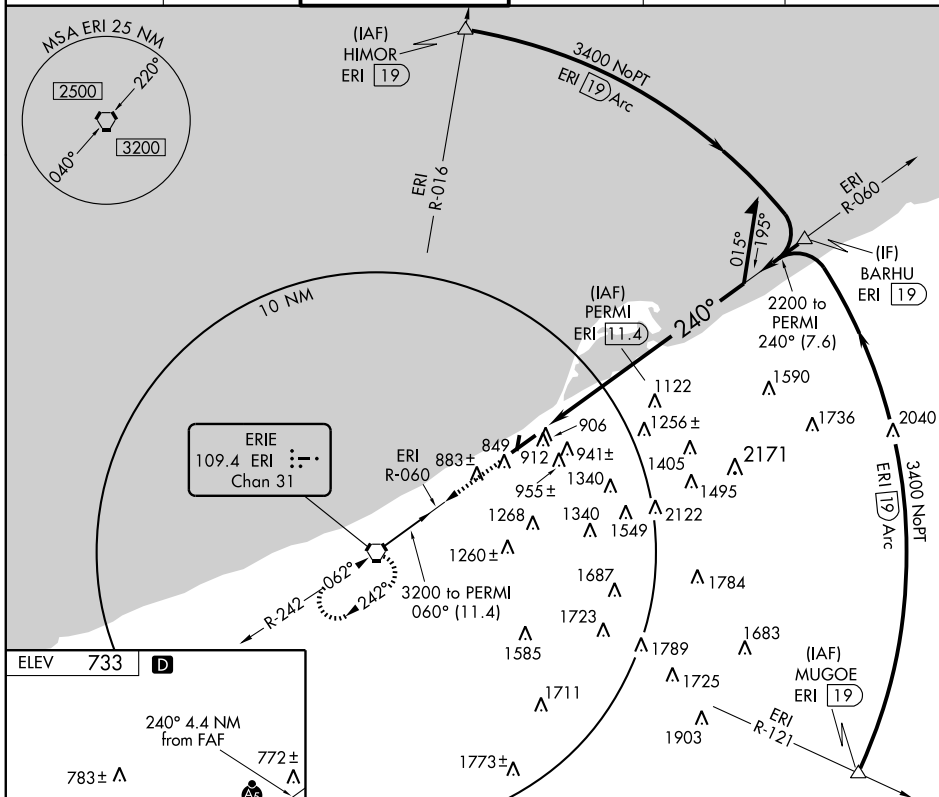
| | | |
|--|------------------------|---|
| VORTAC ERI 109.4 Chan 31 | APP CRS 240° | Rwy Idg 6010 TDZE 732 Apt Elev 733 |
|--|------------------------|---|



MISSED APPROACH:
Climb to 3000 direct
ERI VORTAC and hold.

T Circling to Rwy 20 NA at night. When local altimeter setting not received, use
A Ashtabula, OH altimeter setting and increase all MDA 100 ft and S-24 Cats. C/D
 and Circling Cat. C visibilities $\frac{1}{4}$ mile and Circling Cat. D visibility $\frac{1}{2}$ mile.

| | | | | | |
|-----------------------|------------------------------|---|-------------------------|--------------------------|-------------------------|
| ATIS 120.35 | ERIE APP CON 121.0 | ERIE TOWER ★ 118.1 (CTAF) 0 257.8 | GND CON 121.9 | CLNC DEL 126.8 | UNICOM 122.95 |
|-----------------------|------------------------------|---|-------------------------|--------------------------|-------------------------|



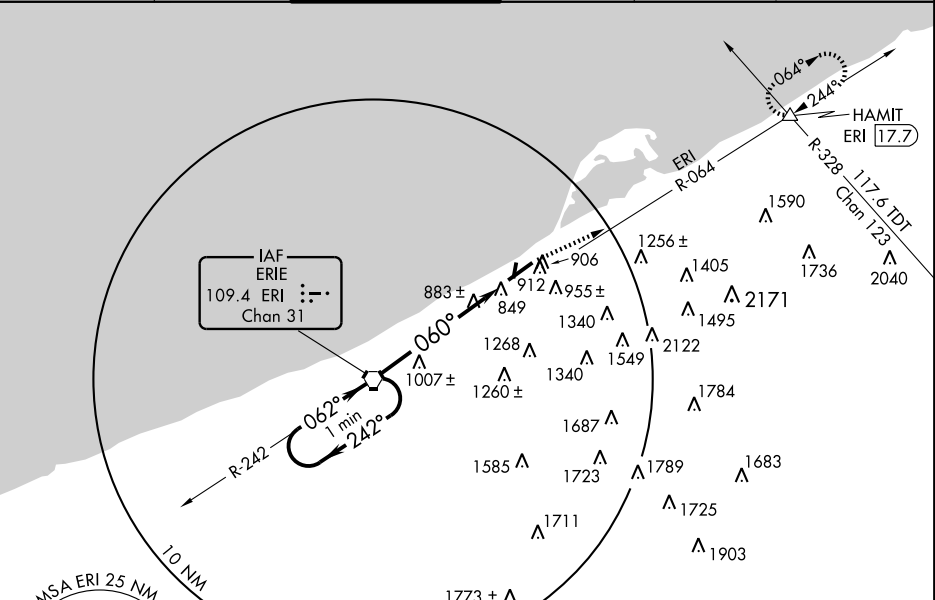
| | | | |
|------------|---------|----------|------|
| VORTAC ERI | APP CRS | Rwy Idg | 6500 |
| 109.4 | 060° | TDZE | 733 |
| Chan 31 | | Apt Elev | 733 |

⚠ Circling to Rwy 20 NA at night. For inoperative MALSRL, increase Cats. A and B visibility to RVR 5000. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 ft and S-6 Cats. C/D and Circling Cat. C visibilities ¼ mile, and Circling Cat. D visibility ½ mile. For inoperative MALSRL, when using Ashtabula altimeter setting, increase S-6 Cats. A/B visibility to RVR 5000. VDP NA when using Ashtabula altimeter setting.

MALSRL

MISSED APPROACH:
Climb to 3200 via ERI R-064 to HAMIT INT/ ERI 17.7 DME and hold.

| | | | | | |
|--------|--------------|-----------------------------|---------|----------|--------|
| ATIS | ERIE APP CON | ERIE TOWER ★ | GND CON | CLNC DEL | UNICOM |
| 120.35 | 121.0 | 118.1 (CTAF) 0 257.8 | 121.9 | 126.8 | 122.95 |



One Minute Holding Pattern

| | | |
|------|-----------------|-------|
| 3200 | ERI R-064 109.4 | HAMIT |
|------|-----------------|-------|

| | | | | |
|----------|---------------------|----------------------|----------------------|---|
| CATEGORY | A | B | C | D |
| S-6 | 1260/40 527 (600-¾) | 1260/50 527 (600-1) | 1260/60 527 (600-1¼) | |
| CIRCLING | 1340-1 607 (700-1) | 1340-1¾ 607 (700-1¾) | 1380-2 647 (700-2) | |

ELEV 733 **D**

HIRL Rwy 6-24
MIRL Rwy 2-20

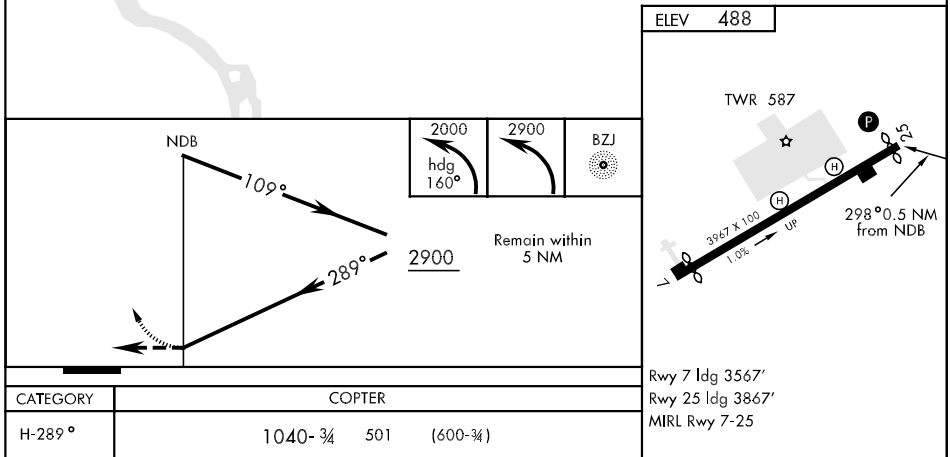
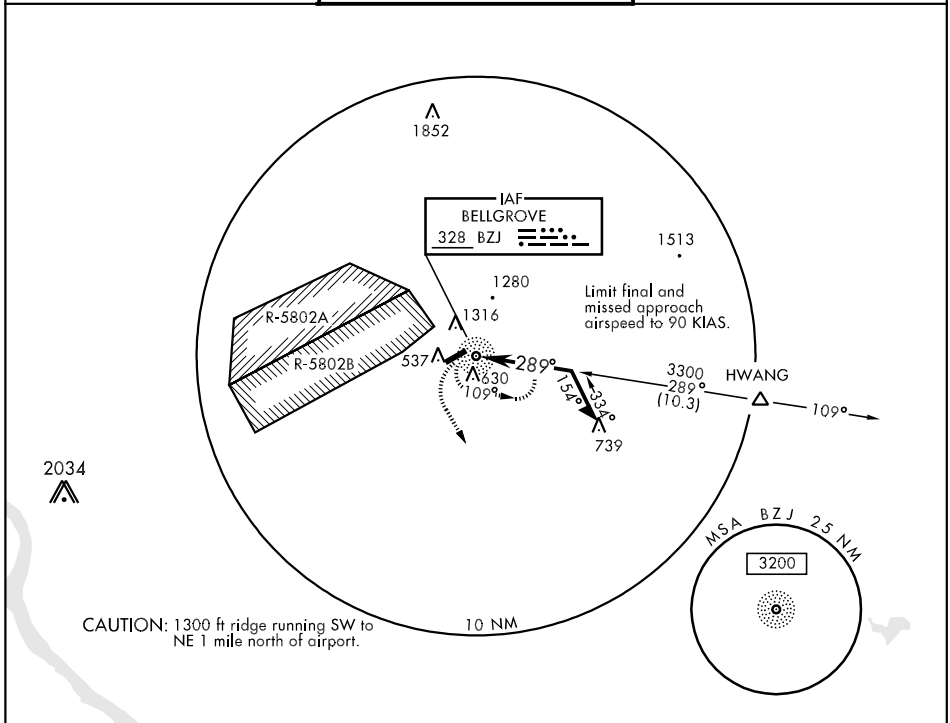
FAF to MAP 6 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

| | | | | |
|-----------------------|-------------------------|--|---------------|-----------------|
| NDB BZJ 328 | APCH CRS 289° | Rwy Idg TDZE Arpt Elev N/A N/A 488 | AL-6422 [USA] | MUIR AAF (KMUI) |
|-----------------------|-------------------------|--|---------------|-----------------|

| | |
|---|---|
| <p>▼ When local altimeter setting not received use Harrisburg altimeter setting and increase MDA 80 ft.</p> <p>▲ Proceed VFR from BZJ NDB or conduct the specified missed approach.</p> | <p>MISSED APPROACH: Climb to 2000 via heading 160° then climbing left turn to 2900 direct BZJ NDB and hold.</p> |
|---|---|

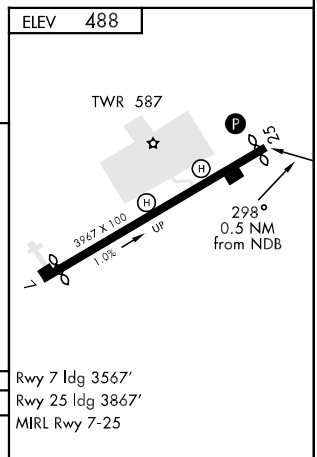
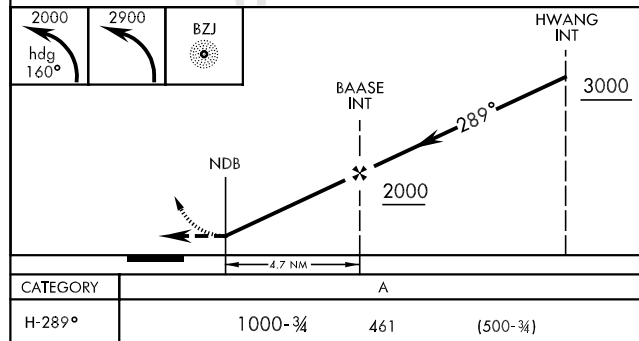
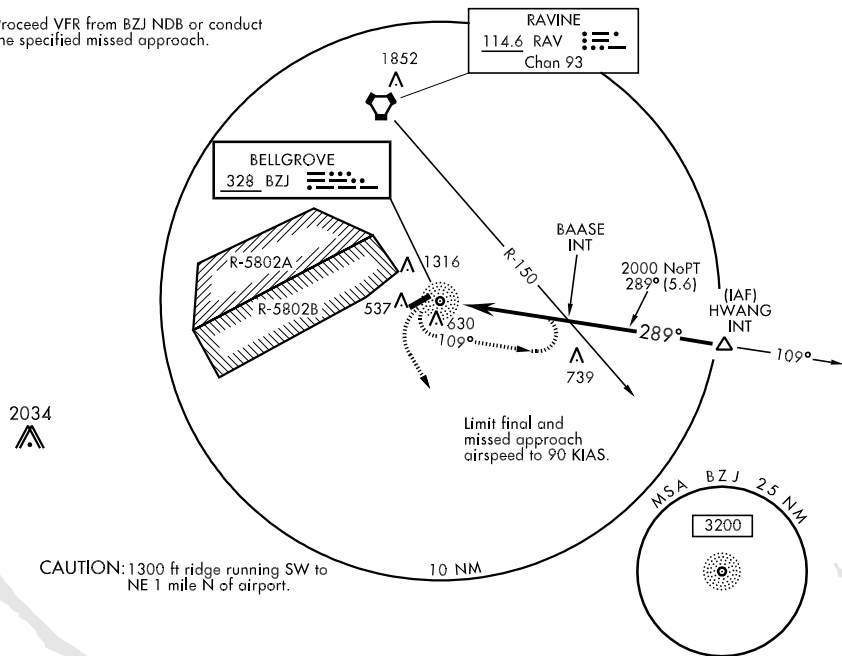
| | | |
|--|---|---------------------------------|
| HARRISBURG APP CON 118.25 269.45 | MUIR TOWER ★ 126.2 (CTAF) 0 241.0 | GND CON 121.625 265.6 |
|--|---|---------------------------------|



| | | | | |
|---|-------------------------|--|---|---|
| NDB BZJ 328 | APCH CRS 289° | Rwy Idg TDZE Arpt Elev N/A N/A 488 | AL-6422 [USA] | MUIR AAF (KMUI) |
| <p>V VOR receiver required for this approach. A When local altimeter setting not received use Harrisburg altimeter setting and increase MDA 80 ft.</p> | | | <p>MISSED APPROACH: Climb to 2000 via heading 160° then climbing left turn to 2900 direct BZJ NDB and hold.</p> | |
| <p>HARRISBURG APP CON 118.25 269.45</p> | | <p>MUIR TOWER ★ 126.2 (CTAF) 0 241.0</p> | | <p>GND CON 121.625 265.6</p> |

Procedure NA for arrivals at HWANG INT via V162 eastbound and V170 southeast bound.

Proceed VFR from BZJ NDB or conduct the specified missed approach.



APCH CRS **278°**
 Rwy Idg **3867**
 TDZE **488**
 Arpt Elev **488**

AL-6422 [USA]

MUIR AAF (KMUI)

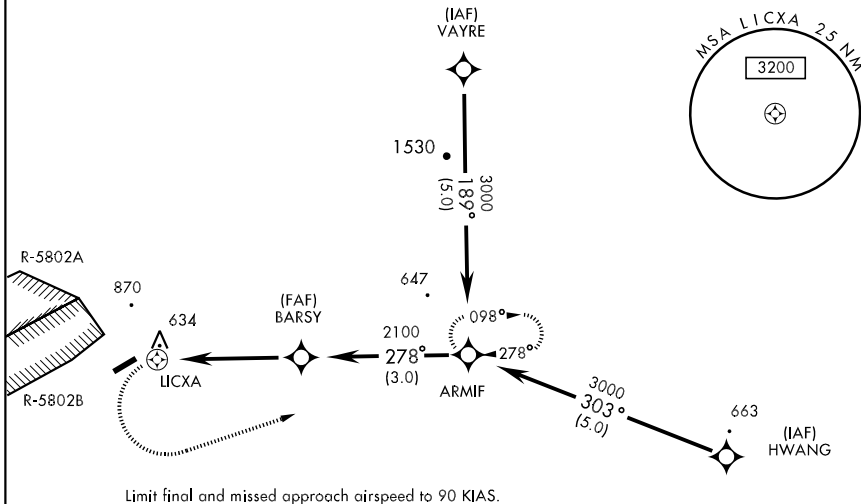
▼ When local altimeter setting not received, use Harrisburg INTL altimeter setting and increase MDA 80 feet.
▲ DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct ARMIF WPT and hold.

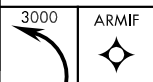
HARRISBURG APP CON
118.25 269.45

MUIR TOWER ★
126.2 (CTAF) 0 241.0

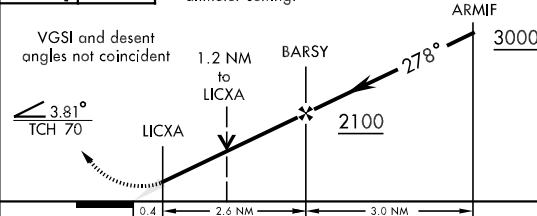
GND CON
121.625 265.6



Procedure NA for arrivals at HWANG via V162 eastbound and V170 southbound.



VDP NA when using Harrisburg Intl altimeter setting.



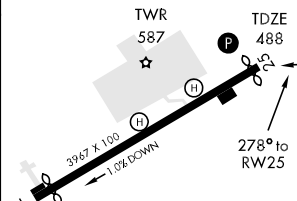
CATEGORY

COPTER

H-25

1060 - 1/2 572 (600 - 1/2)

ELEV **488**
 Rwy 7 Idg 3567'
 Rwy 25 Idg 3867'




MIRL Rwy 7-25

630
▲

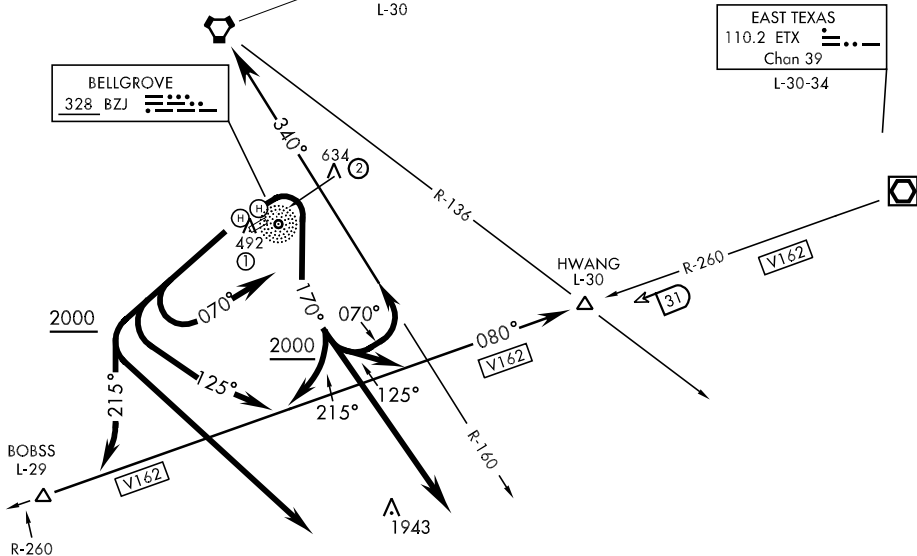
MUIR GND CON
121.625 265.6
MUIR TOWER ★
126.2 (CTAF) 241.0
HARRISBURG DEP CON
118.25 269.45

SL-6422 [USA]

RAVINE
114.6 RAV :≡:
Chan 93
L-30

EAST TEXAS
110.2 ETX 
Chan 39
L-30-34


BELGROVE
328 BZJ 



CAUTION: 1300' ridge running SW to NE
1 mile NE Rwy 7-25.

- ① Located on arpt SW end of Rwy 25
- ② Located $\frac{3}{4}$ mi NE of Rwy 7

Chart not to scale

LANCASTER
117.3 LRP 
Chan 120
L-34

DEPARTURE ROUTE DESCRIPTION

DEPARTURE EAST PAD: Fly heading 070° with climbing right turn as soon as practicable to 2000 via 170° bearing from BZJ NDB. Thence via (transition) or (assigned route) to 3000. Expect clearance to assigned altitude ten minutes after departure.

DEPARTURE WEST PAD: Fly heading 240° to 2000. Thence via (transition) or (assigned route) to 3000. Expect clearance to assigned altitude ten minutes after departure.

BOBSS TRANSITION (MUI3.BOBSS): Fly heading 215° to intercept V162 to BOBSS INTERSECTION.

HWANG TRANSITION (MUI3.HWANG): Fly heading 125° to intercept V162 to HWANG INTERSECTION.

LANCASTER TRANSITION (MUI3.LRP): Proceed direct to LRP VORTAC.

RAVINE TRANSITION (MUI3.RAV): Turn left heading 070° to intercept the RAV R-160. Thence via RAV R-160 to RAVINE VORTAC.

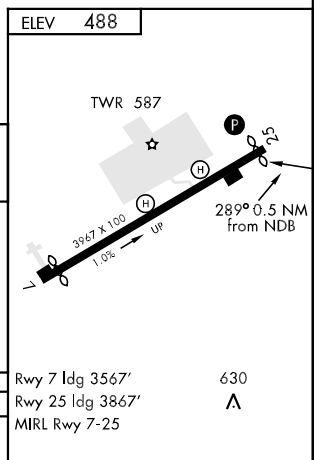
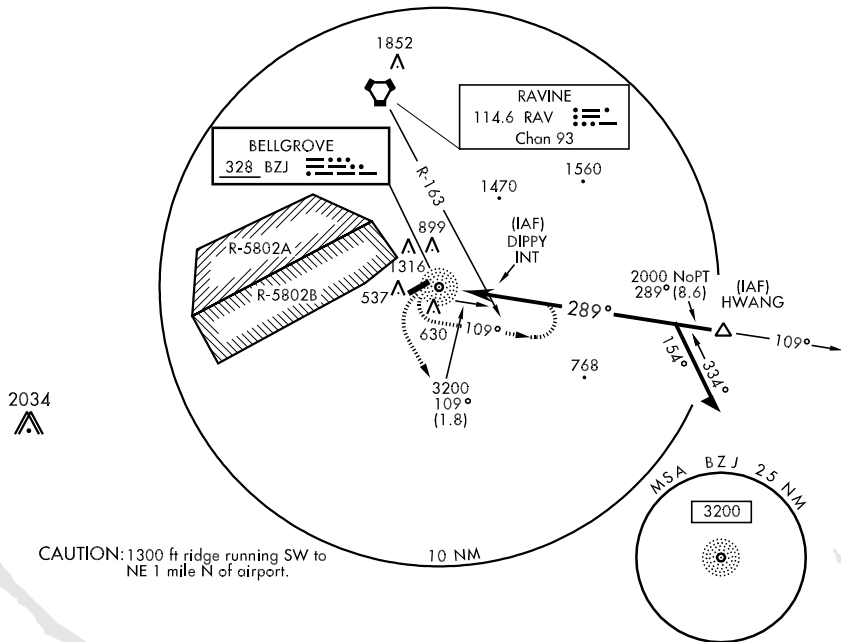
| | | | | |
|-----------------------|-------------------------|--|---------------|-----------------|
| NDB BZJ 328 | APCH CRS 289° | Rwy Idg TDZE Arpt Elev N/A N/A 488 | AL-6422 [USA] | MUIR AAF (KMUI) |
|-----------------------|-------------------------|--|---------------|-----------------|

- V** * Circling N Rwy 7-25 not authorized.
A When local altimeter setting not received use Harrisburg altimeter setting and increase MDA 80 ft and increase visibility CAT B ¼ mile.

MISSED APPROACH: Climb to 2000 via heading 160° then climbing left turn to 3000 direct BZJ NDB and hold.

| | | |
|--|---|---------------------------------|
| HARRISBURG APP CON 118.25 269.45 | MUIR TOWER ★ 126.2 (CTAF) 0 241.0 | GND CON 121.625 265.6 |
|--|---|---------------------------------|

Final approach from holding pattern at BZJ NDB not authorized; procedure turn required.



| | | | | |
|---|----------|----------------|-----|---|
| <p>NDB DIPPY INT</p> <p>2000 3000 BZJ</p> <p>109° 289°</p> <p>3000</p> <p>2000</p> <p>1.8 NM</p> <p>Remain within 10 NM</p> | | | | |
| CATEGORY | A | B | C | D |
| CIRCLING * | 1420-1 ¼ | 932 (1000-1 ¼) | N/A | |

| | | |
|-------------------------|------------------------------|--|
| APCH CRS 054° | Rwy Idg TDZE Arpt Elev | N/A N/A 488 |
|-------------------------|------------------------------|--|

AL-6422 [USA]

MUIR AAF (KMUI)



DME/DME RNP-0.3 NA.

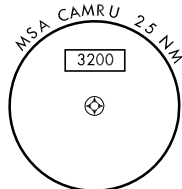
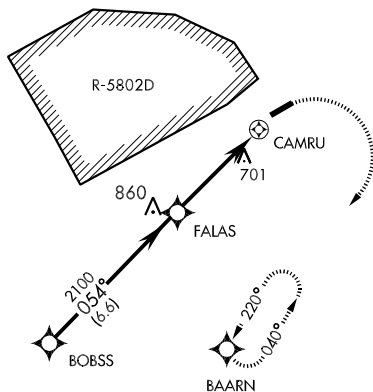
* Circling N/A N of RWY 7/25.

MISSED APPROACH: Climbing right turn to 3000 direct BAARN and hold.

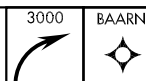
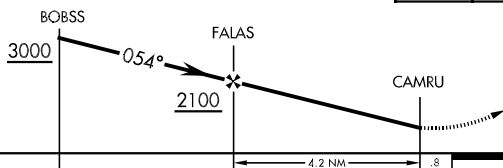
HARRISBURG APP CON
118.25 269.45

MUIR TOWER ★
126.2 (CTAF) 0 241.0

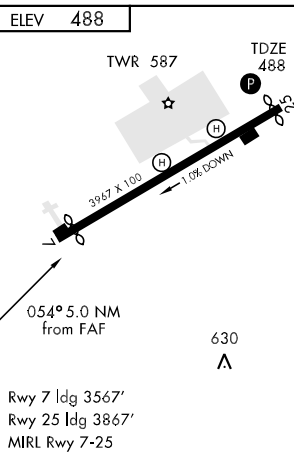
GND CON
121.625 265.6



RADAR REQUIRED



| CATEGORY | A | | B | C | D |
|---|--------|-------------|-------------------------|----|---|
| CIRCLING * | 1100-1 | 612 (700-1) | 1100-1¾ 612 (700-1¾) | NA | |
| HARRISBURG, PA ALTIMETER SETTING MINIMA | | | | | |
| CIRCLING * | 1180-1 | 692 (700-1) | 1180-1¾ 692 (700-1¾) | NA | |



| | | | |
|-----------|---------|----------|------|
| LOC I-FKL | APP CRS | Rwy Idg | 5200 |
| 110.5 | 207° | TDZE | 1540 |
| | | Apt Elev | 1540 |

ILS or LOC RWY 21
FRANKLIN/ VENANGO RGNL (FKL)

▼

▲

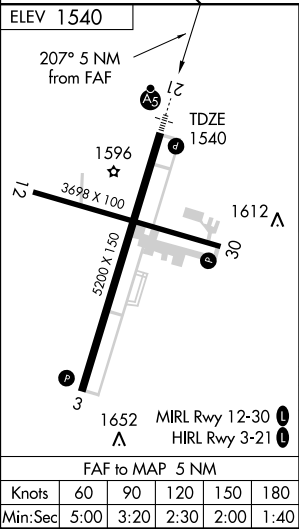
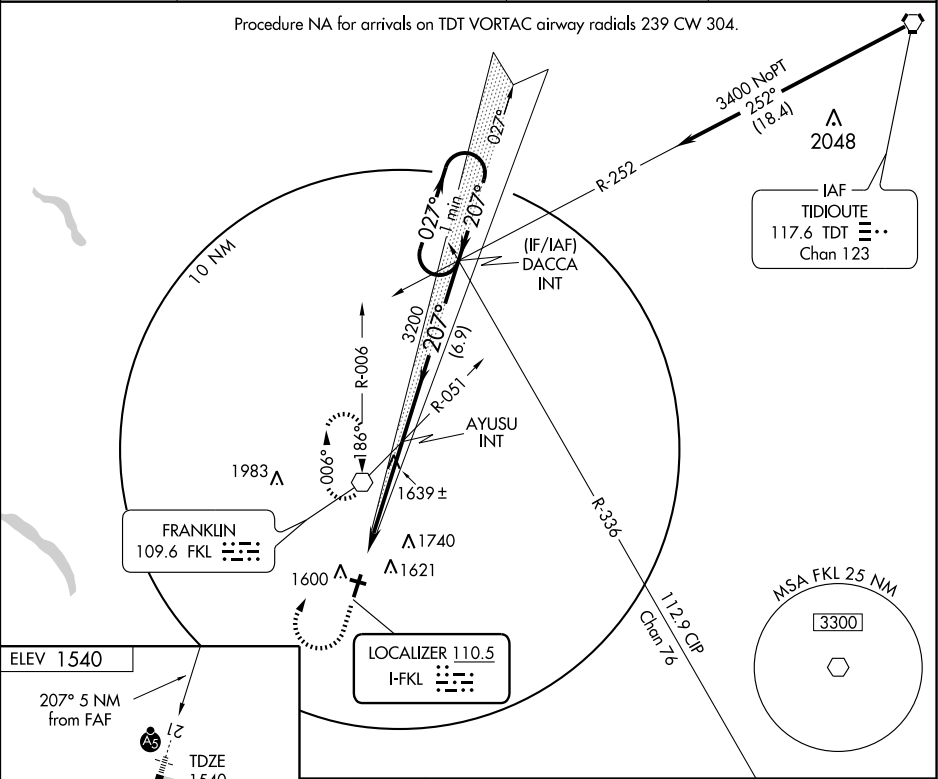
If local altimeter setting not received, use Port Meadville altimeter setting and increase all DA's/MDA's 80 feet.

MALSR

MISSED APPROACH: Climb to 2200 then climbing right turn to 3400 direct FKL VOR and hold, continue climb-in-hold to 3400.

| | | | |
|-------------------|--------------------------------------|--------------------|--------------------------|
| AWOS-3 118.175 | YOUNGSTOWN APP CON ★ 126.25 322.3 | CLNC DEL 126.25 | UNICOM 122.7 (CTAF) 0 |
|-------------------|--------------------------------------|--------------------|--------------------------|

Procedure NA for arrivals on TDT VORTAC airway radials 239 CW 304.



| | | | | | |
|----------|--------------------|--------------------|--|--------------------|----------------------------|
| 2200 | 3400 | FKL 109.6 | VGSI and ILS glidepath not coincident. | DACCA INT | One Minute Holding Pattern |
| | | | AYUSU INT | | |
| | | | | | |
| CATEGORY | A | B | C | D | |
| S-ILS-21 | 1740-½ 200 (200-½) | | | | |
| S-LOC-21 | 1900-½ 360 (400-½) | | | | 1900-¾ 360 (400-¾) |
| CIRCLING | 1960-1 420 (500-1) | 2000-1 460 (500-1) | 2000-1½ 460 (500-1½) | 2100-2 560 (600-2) | |

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 5200 |
| 027° | TDZE | 1540 |
| | Apt Elev | 1540 |

RNAV (GPS) RWY 3

FRANKLIN/ VENANGO RGNL (FKL)

- ▼** When VGSI inop, straight-in/circling Rwy 03 procedure NA at night. If local altimeter setting not received, use Port Meadville altimeter setting and increase all MDAs 80 feet. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

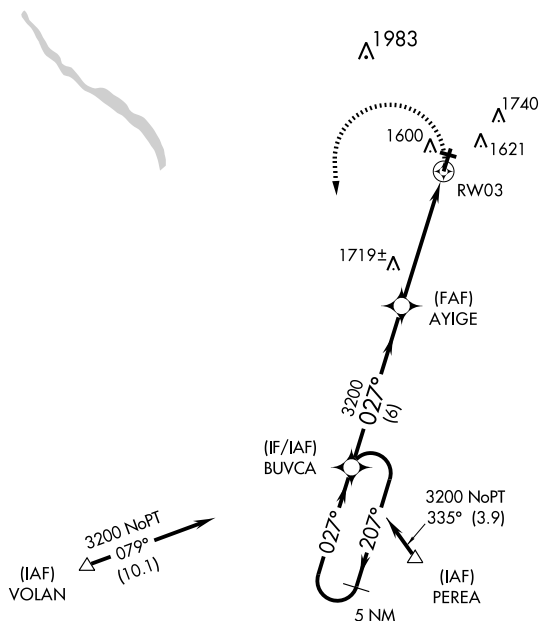
MISSED APPROACH: Climbing left turn to 3200 direct BUVCA and hold.

AWOS-3
118.175

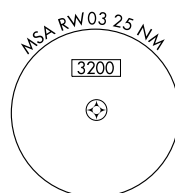
YOUNGSTOWN APP CON ★
126.25 322.3

CLNC DEL
126.25

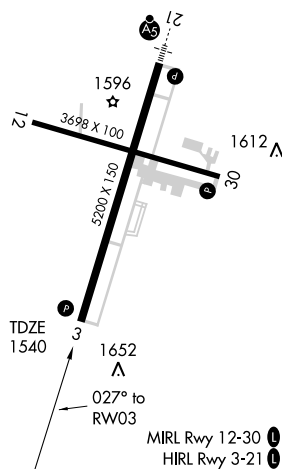
UNICOM
122.7 (CTAF) **L**



Procedure NA for arrivals at VOLAN
via V10-210-297 northwest bound.

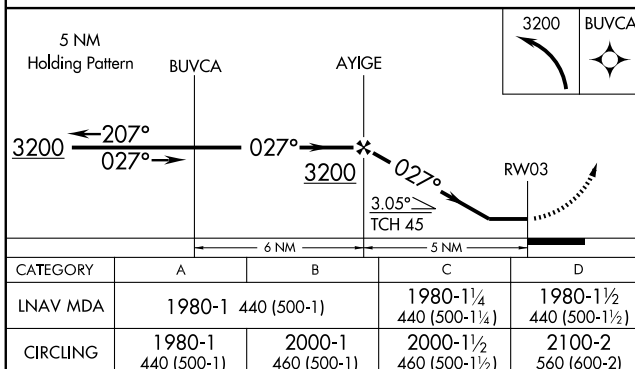


ELEV 1540



MIRL Rwy 12-30 **L**
HIRL Rwy 3-21 **L**

NE-4. 22 OCT 2009 to 19 NOV 2009



| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 77501 W21A | APP CRS 207° | Rwy Idg TDZE Apt Elev | 5200 1539 1540 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 21
FRANKLIN/ VENANGO RGNL (FKL)

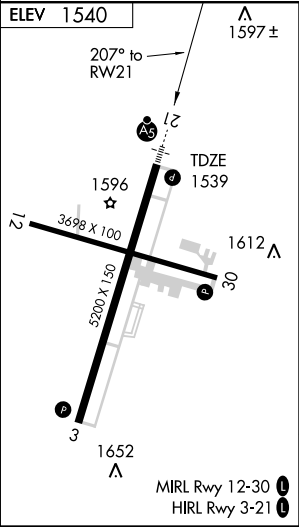
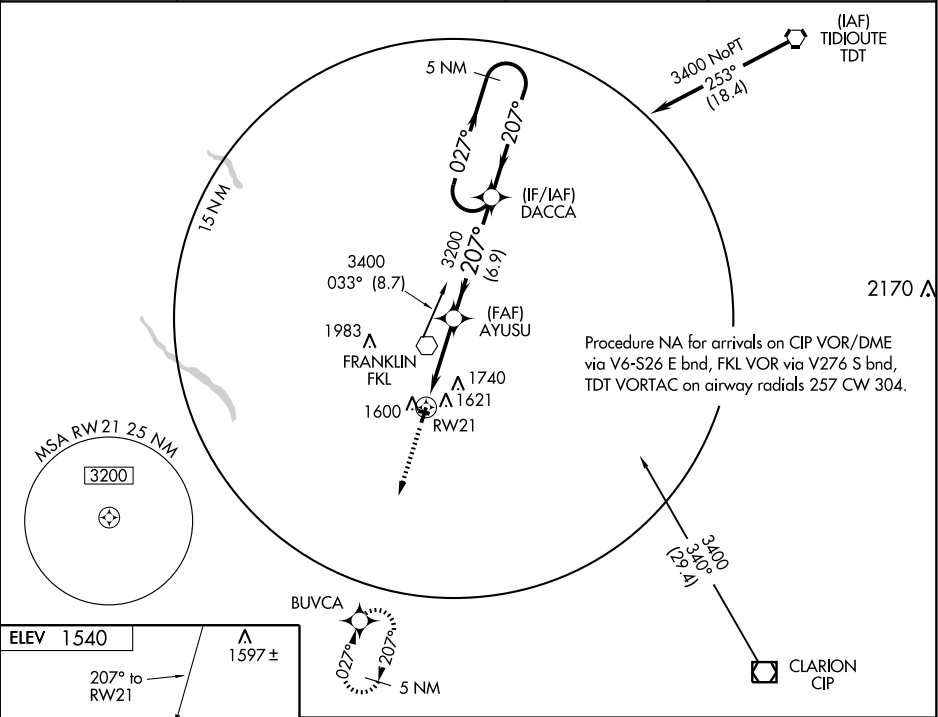
▼ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (114°F). For inoperative MALSR, increase LPV all cat's visibility to 1 and LNAV Cat D visibility to 1½. If local altimeter setting not received, use Port Meadville altimeter setting and increase all DAs/MDAs 80 feet. VDP and Baro-VNAV NA when using Port Meadville altimeter setting.

MALSR



MISSED APPROACH:
Climb to 3400 direct
BUVCA and hold.

| | | | |
|--------------------------|---|---------------------------|---------------------------------|
| AWOS-3 118.175 | YOUNGSTOWN APP CON ★ 126.25 322.3 | CLNC DEL 126.25 | UNICOM 122.7 (CTAF) 0 |
|--------------------------|---|---------------------------|---------------------------------|



| | | | | |
|----------------|-------------------------|---|-------------------------|-----------------------|
| 3400 | BUVCA | VGSI and RNAV glidepath not coincident. | DACCA | 5 NM Holding Pattern |
| AYUSU | | | | |
| * 1 NM TO RW21 | | | | |
| * LNAV only | | | | |
| 1 NM | 4 NM | 6.9 NM | | |
| 027° | 207° | 207° | 027° | 3400 |
| | | | | GS 3.00° TCH 55 |
| CATEGORY | A | B | C | D |
| LPV DA | | 1803-½ | 263 (300-½) | |
| LNAV/VNAV DA | | 1901-¾ | 361 (400-¾) | |
| LNAV MDA | | 1900-½ | 360 (400-½) | 1900-1 360 (400-1) |
| CIRCLING | 1960-1¼ 420 (500-1¼) | 2000-1¼ 460 (500-1¼) | 2000-1½ 460 (500-1½) | 2100-2 560 (600-2) |

| | | |
|-------------------------|------------------------|---|
| VOR FKL 109.6 | APP CRS 010° | Rwy Idg 5200 TDZE 1540 Apt Elev 1540 |
|-------------------------|------------------------|---|

VOR RWY 3
FRANKLIN/ VENANGO RGNL (FKL)

T If local altimeter setting not received, use Port Meadville altimeter setting and increase all MDA's 80 feet.

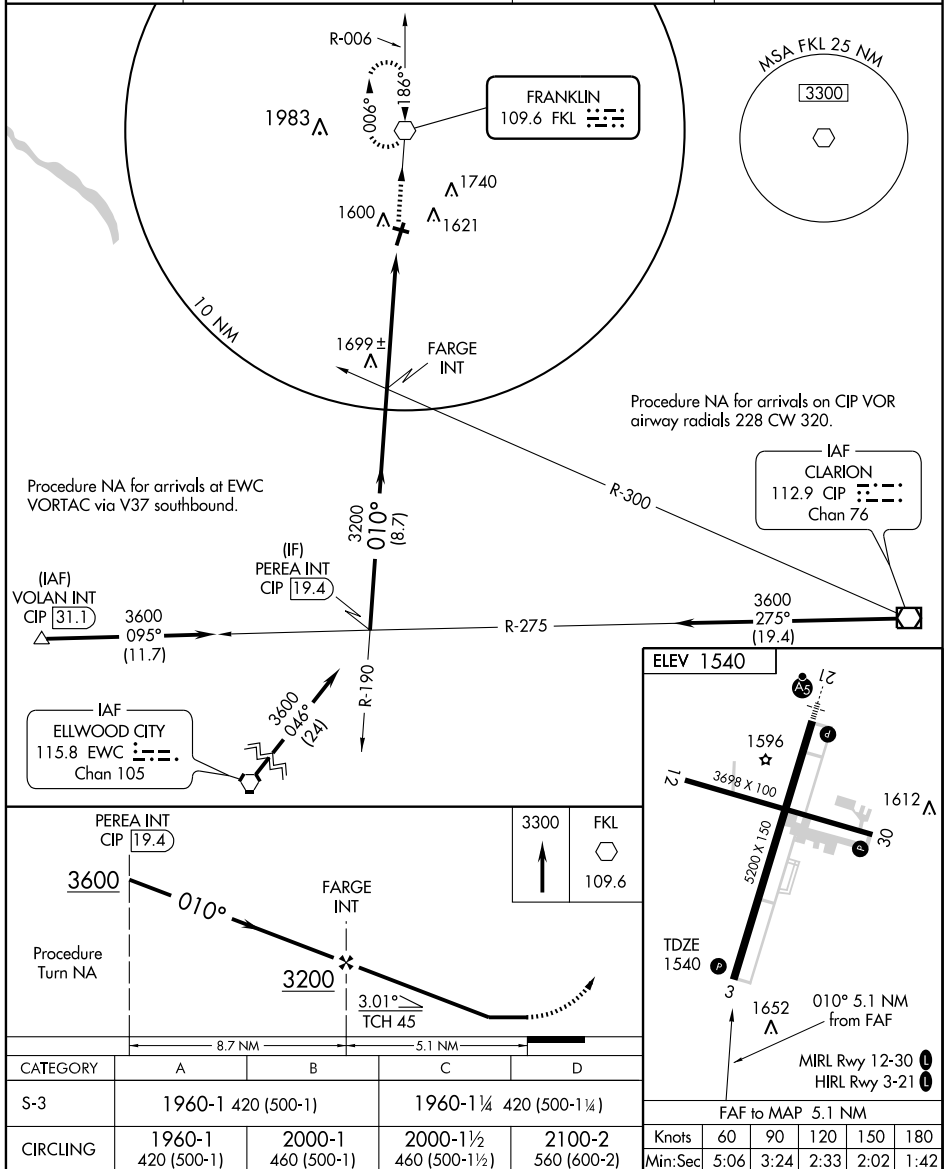
A Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3300 direct FKL VOR and hold, continue climb-in-hold to 3300.

AWOS-3
118.175

YOUNGSTOWN APP CON ★
126.25 322.3

CLNC DEL
126.25

UNICOM
122.7 (CTAF) **L**

[illegible]

VOR or GPS-A
GREENVILLE MUNI (4G1)

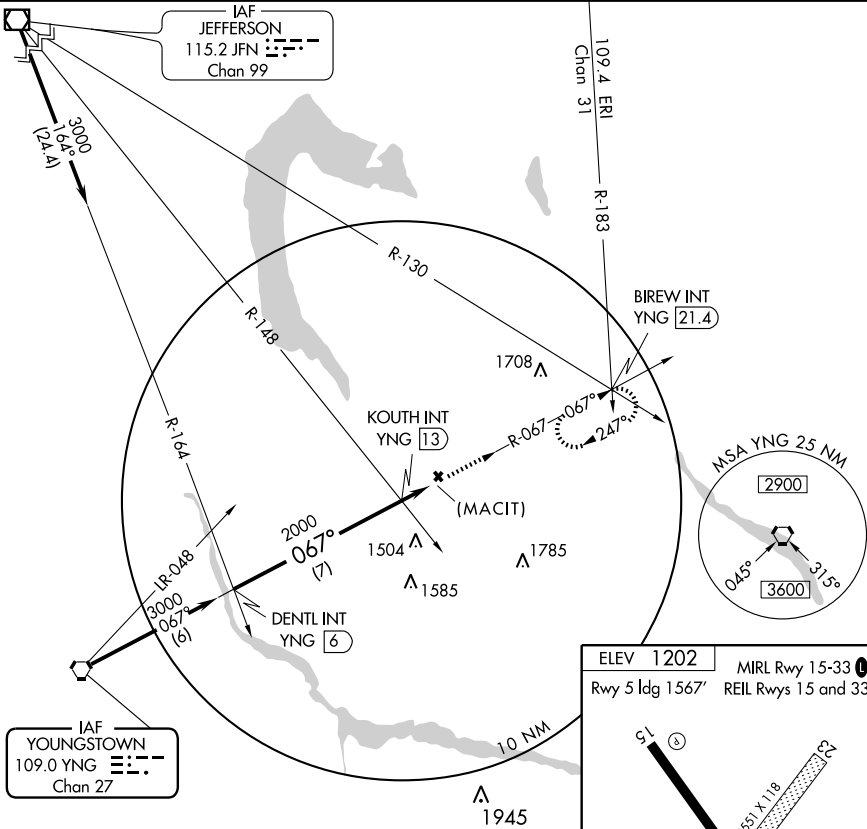
| | | | |
|--------------------------------|-----------------|-------------------------------------|--------------------|
| VORTAC YNG 109.0 Chan 27 | APP CRS 067° | Rwy Idg TDZE Apt Elev 1202 | N/A N/A 1202 |
|--------------------------------|-----------------|-------------------------------------|--------------------|

▲ NA Use Youngstown altimeter setting.

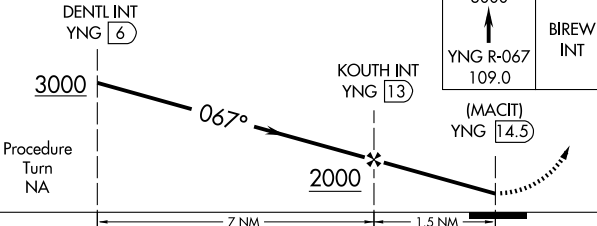
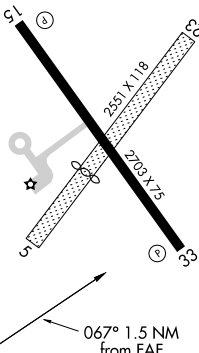
MISSED APPROACH: Climb to 3000, via YNG R-067 to BIREW Int YNG 21.4 DME and hold.

YOUNGSTOWN APP CON ★
133.95 322.3

UNICOM
122.8 (CTAF) 0



ELEV 1202
Rwy 5 Idg 1567' MRL Rwy 15-33
REIL Rws 15 and 33



FAF to MAP 1.5 NM

| CATEGORY | A | B | C | D | Knots | 60 | 90 | 120 | 150 | 180 |
|----------|--------|-------------|----|----|---------|------|------|------|------|------|
| CIRCLING | 1720-1 | 523 (600-1) | NA | NA | Min:Sec | 1:30 | 1:00 | 0:45 | 0:36 | 0:30 |

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 3910 |
| 101° | TDZE | 1371 |
| | Apt Elev | 1371 |

RNAV (GPS) RWY 10

GROVE CITY (29D)

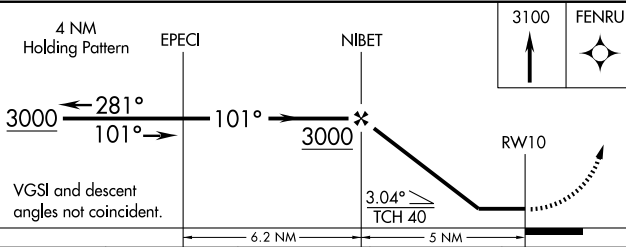
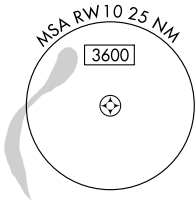
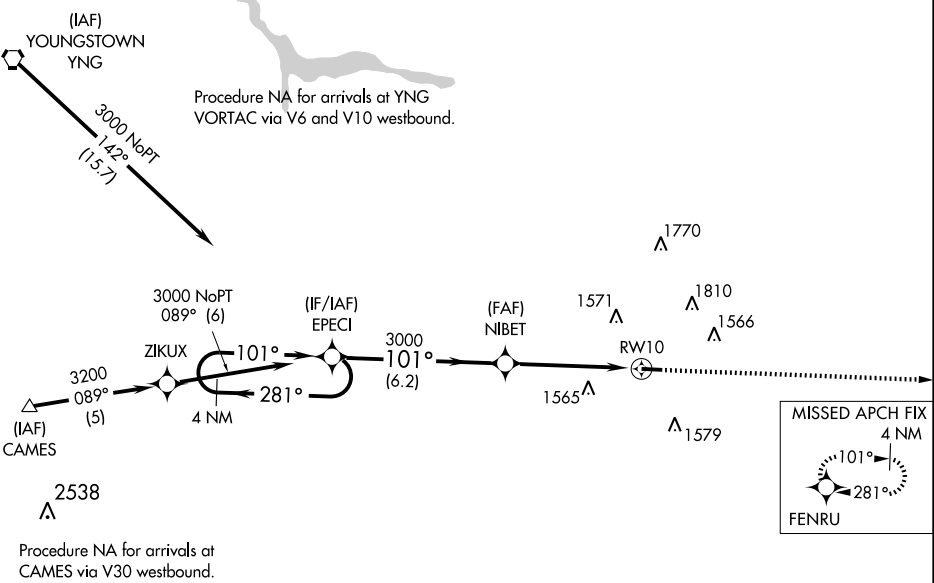
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Franklin altimeter setting; when not received, use Youngstown/Warren altimeter setting and increase all MDAs 20 feet, and increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct FENRU and hold

FRANKLIN AWOS-3
118.175

YOUNGSTOWN APP CON ★
133.95 322.3

UNICOM
122.7 (CTAF) 0



| | | | |
|------|------|------------|-------|
| ELEV | 1371 | Rwy 10 Idg | 3910' |
|------|------|------------|-------|

TDZE 1371

1532

101° to RWY 10

4500 X 75

1.2% UP

28

REIL Rwy 10 and 28

MIRL Rwy 10-28 0

| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------|-------------------------|
| LNAV MDA | 1860-1 | 489 (500-1) | 1860-1¼ 489 (500-1¼) | 1860-1½ 489 (500-1½) |
| CIRCLING | 1920-1 | 549 (600-1) | 1940-1½ 569 (600-1½) | 1980-2 609 (700-2) |

▼

▲ NA

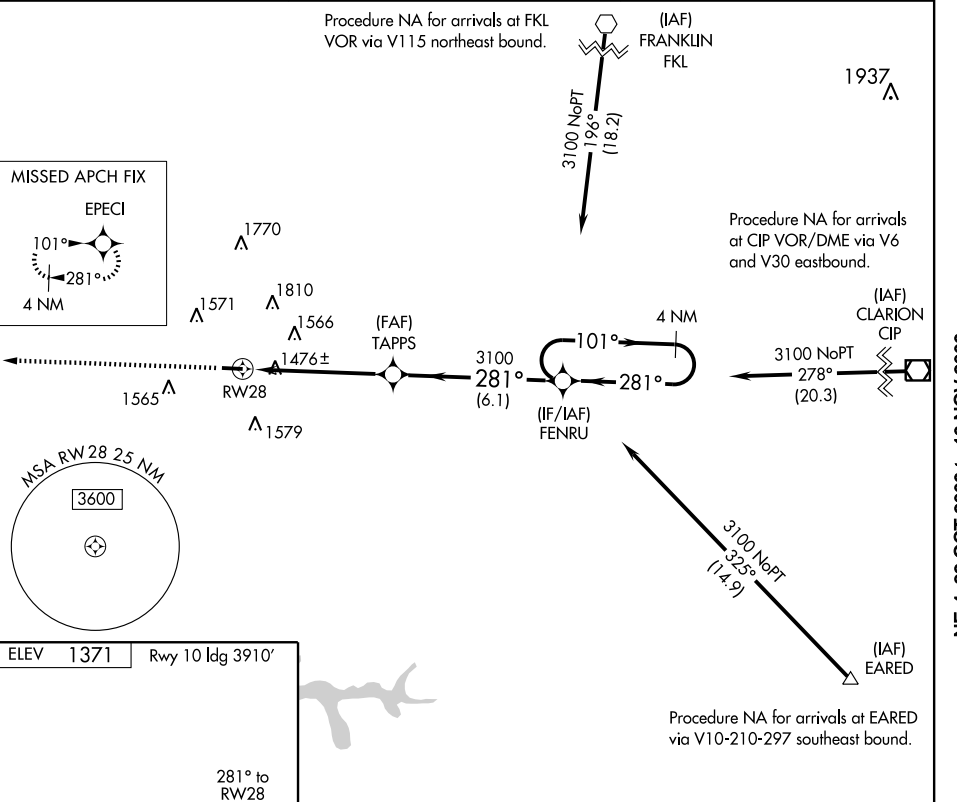
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Use Franklin altimeter setting; when not received, use
Youngstown/Warren altimeter setting.

MISSED APPROACH: Climb to
3000 direct EPECI and hold.

FRANKLIN AWOS-3
118.175

YOUNGSTOWN APP CON ★
133.95 322.3

UNICOM
122.7 (CTAF) ①



ELEV 1371

Rwy 10 Ldg 3910'

3000

EPECI

Diagram showing approach path, TAPPS, FENRU, and holding pattern.

| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------|-----------------------|
| LNAV MDA | 1860-1 | 510 (500-1) | 1860-1½ | 510 (500-1½) |
| CIRCLING | 1920-1 | 549 (600-1) | 1940-1½ 569 (600-1½) | 1980-2 609 (700-2) |

REIL Rwy 10 and 28
MIRL Rwy 10-28 ①

NE-4, 22 OCT 2009 to 19 NOV 2009

| | | | |
|---|------------------------|---|---|
| VORTAC EWC 115.8 Chan 105 | APP CRS 014° | Rwy Idg TDZE Apt Elev 1371 | N/A N/A 1371 |
|---|------------------------|---|---|

VOR-A

GROVE CITY (29D)

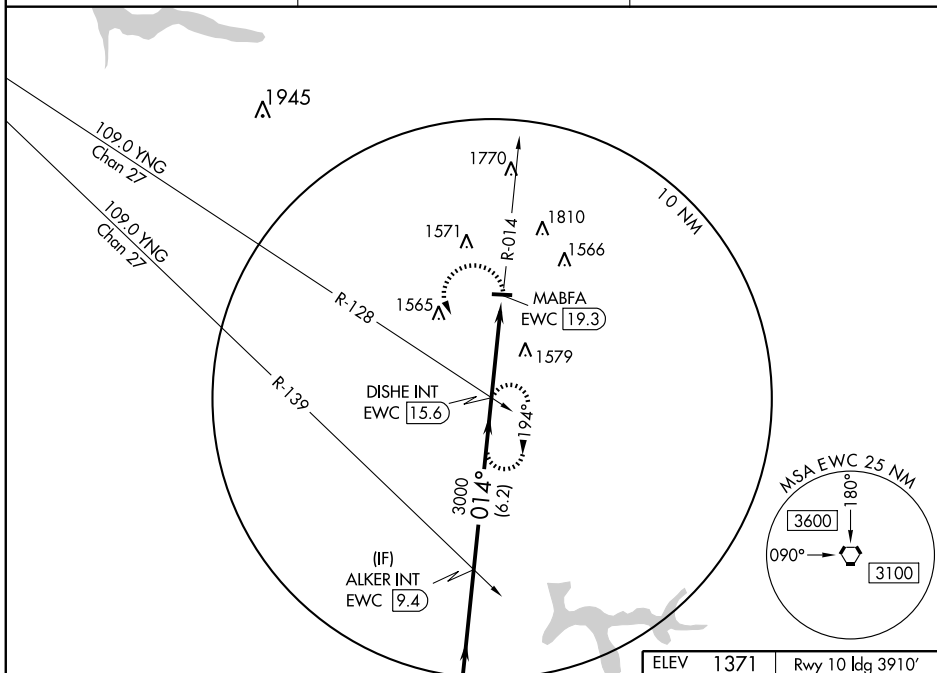
▼ Use Franklin altimeter setting; when not received,
▲ NA use Youngstown/Warren altimeter setting.

MISSED APPROACH: Climbing left turn to 3000
via EWC R-014 to DISHE Int/15.6 DME and hold,
continue climb-in-hold to 3000.

FRANKLIN AWOS-3
118.175

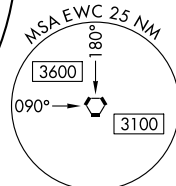
YOUNGSTOWN APP CON ★
133.95 322.3

UNICOM
122.7 (CTAF) 0

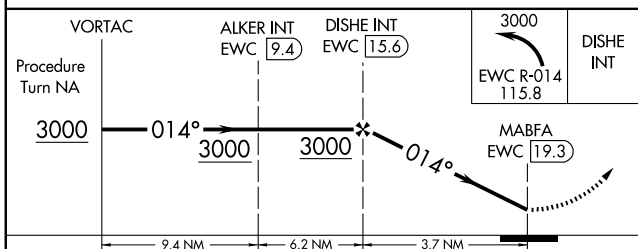
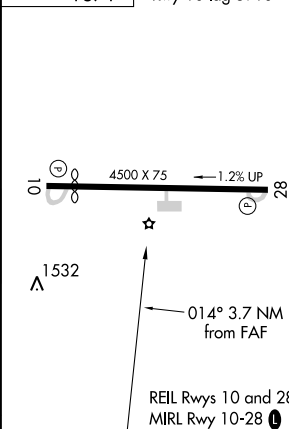


Procedure NA for arrivals at
EWC VORTAC via V-37 southbound.

IAF
ELLWOOD CITY
115.8 EWC
Chan 105



ELEV **1371** Rwy 10 Idg 3910'



| CATEGORY | A | B | C | D | FAF to MAP 3.7 NM | | | | | |
|----------|--------|-------------|-------------------------|-----------------------|-------------------|------|------|------|------|------|
| CIRCLING | 1920-1 | 549 (600-1) | 1940-1½ 569 (600-1½) | 1980-2 609 (700-2) | Knots | 60 | 90 | 120 | 150 | 180 |
| | | | | | Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |

AIRPORT DIAGRAM

AL-187 (FAA)

HARRISBURG / CAPITAL CITY (CXY)
HARRISBURG, PENNSYLVANIA

ATIS
134.95
CAPITAL CITY TOWER ★
119.5 257.8
GND CON
121.9

RWY 8-26
S65, D105, ST133, DT185
RWY 12-30
S40, D65, ST82, DT115



JANUARY 2005
ANNUAL RATE OF CHANGE
0.0° E

40°13.5'N

GENERAL AVIATION PARKING

TERMINAL

CONTROL TOWER

ELEV
334

12

0.3% UP
127.7°

LAHSO

5001 X 150

FIELD
ELEV
347

26

262.4°

40°13.0'N

8

082.4°
3925 X 100

ELEV
335

GENERAL AVIATION
PARKING

307.7°
30

ELEV
344

Λ 452

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

76°51.5'W

76°51.0'W

76°50.5'W

40°12.5'N

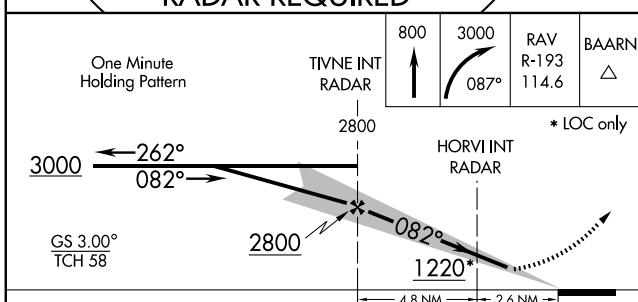
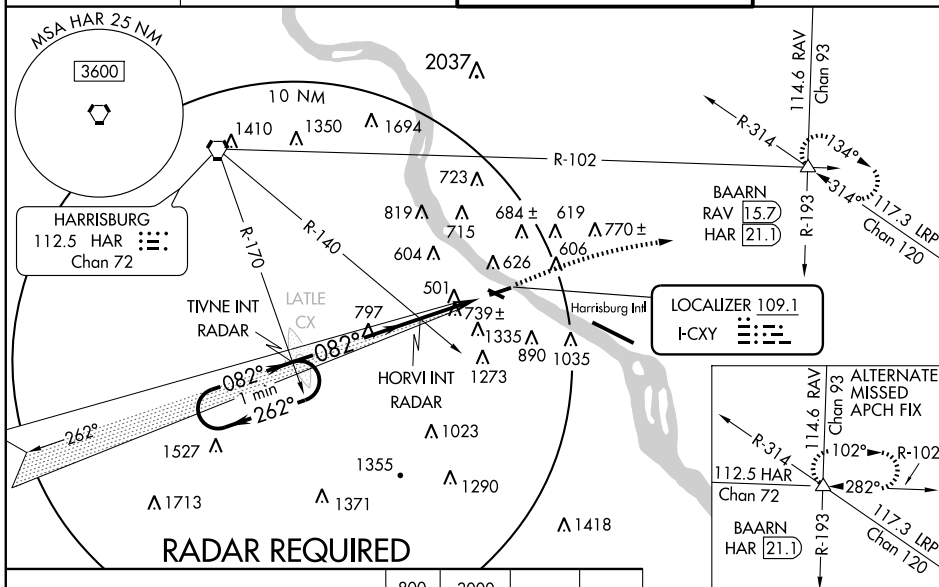
ILS or LOC RWY 8
HARRISBURG / CAPITAL CITY (CXY)

T Circling to Rwy 12-30 NA at night.
A Inoperative table does not apply to S-ILS-8.
For inoperative MALSR, increase S-LOC-8 Cat A visibility to 1 mile.
HORVI Fix minimums: For inoperative MALSR, increase S-LOC-8
Cats A and B visibility to 1 mile. Visibility reduction by helicopters NA.
Autopilot coupled approach NA below 940. When local altimeter
setting not received, use Harrisburg Intl altimeter setting.

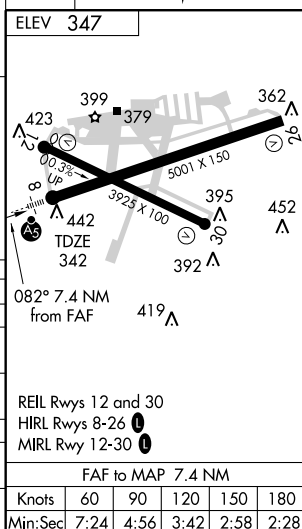


MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via heading 087° and RAV VORTAC R-193 to BAARN INT/RAV 15.7 DME and hold.

| | | | |
|-----------------------|--|---|-------------------------|
| ATIS 134.95 | HARRISBURG APP CON 124.1 273.525 | CAPITOL CITY TOWER ★ 119.5 (CTAF) 0 257.8 | GND CON 121.9 |
|-----------------------|--|---|-------------------------|



| CATEGORY | A | B | C | D |
|--------------------|---|--|--|--|
| S-ILS 8 | 592- ³ / ₄ | | 250 (300- ³ / ₄) | |
| S-LOC 8 | 1220- ³ / ₄ | 878 (900- ³ / ₄) | 1220-2 878 (900-2) | 1220-2 ¹ / ₄ 878 (900-2 ¹ / ₄) |
| CIRCLING | 1260-1 ¹ / ₄ 913 (1000-1 ¹ / ₄) | 1700-1 ¹ / ₂ 1353 (1400-1 ¹ / ₂) | 1700-3 | 1353 (1400-3) |
| HORVI FIX MINIMUMS | | | | |
| S-LOC 8 | 1000- ³ / ₄ | 658 (700- ³ / ₄) | 1000-1 ¹ / ₄ 658 (700-1 ¹ / ₄) | 1000-1 ¹ / ₂ 658 (700-1 ¹ / ₂) |
| CIRCLING | 1260-1 ¹ / ₄ 913 (1000-1 ¹ / ₄) | 1700-1 ¹ / ₂ 1353 (1400-1 ¹ / ₂) | 1700-3 | 1353 (1400-3) |



| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 70610 W08A | APP CRS 082° | Rwy Idg TDZE Apt Elev | 5001 342 347 |
|--|------------------------|-----------------------------|---|

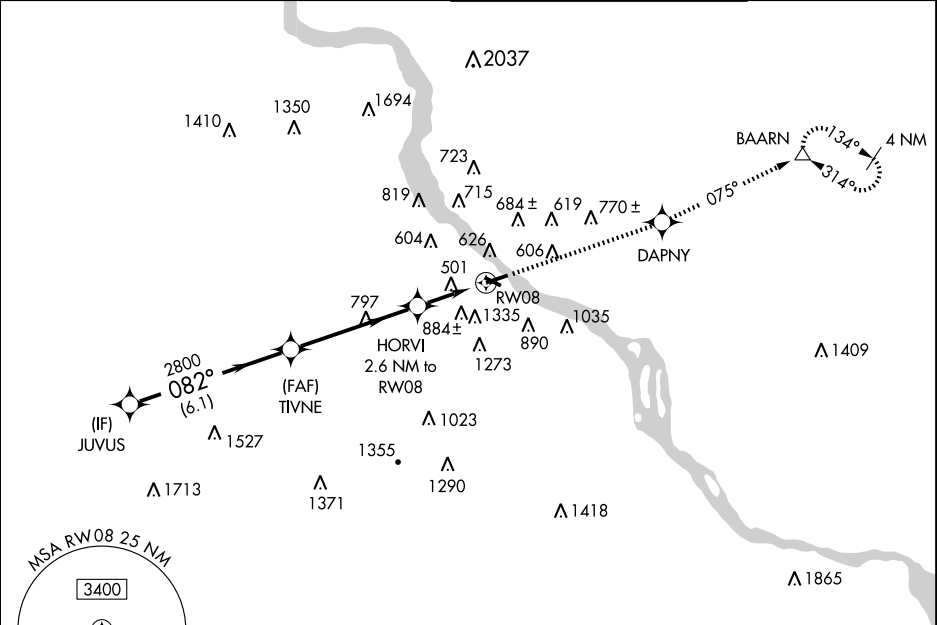
RNAV (GPS) RWY 8
HARRISBURG / CAPITAL CITY (CXY)

⚠ Circling to Rwy 12-30 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For inoperative MALSR, increase LPV all Cats visibility ½ mile, LNAV Cat A visibility ¼ mile. When local altimeter setting not received, use Harrisburg Intl altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct DAPNY and via 075° track to BAARN and hold.

| | | | |
|-----------------------|--|---|-------------------------|
| ATIS 134.95 | HARRISBURG APP CON 124.1 273.525 | CAPITOL CITY TOWER ★ 119.5 (CTAF) 257.8 | GND CON 121.9 |
|-----------------------|--|---|-------------------------|



RADAR REQUIRED

3000

DAPNY

075° track

BAARN

* LNAV only

JUVUS

TIVNE

HORVI 2.6 NM to RW08

RW08

GS 3.00° TCH 58

3100

082°

2800

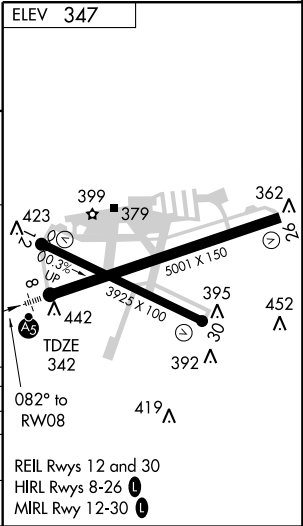
1220*

6.1 NM

4.8 NM

2.6 NM

| CATEGORY | A | B | C | D |
|----------|-----------------------|------------------------|--------------------|---------------|
| LPV DA | 748-1 406 (500-1) | | | |
| LNAV MDA | 1120-¾ 778 (800-¾) | 1120-1¾ 778 (800-1¾) | 1120-2 778 (800-2) | |
| CIRCLING | 1260-1¼ 913 (1000-1¼) | 1700-1½ 1353 (1400-1½) | 1700-3 | 1353 (1400-3) |



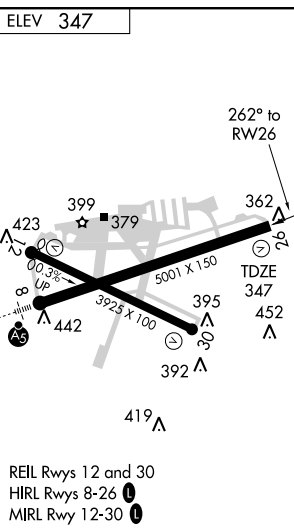
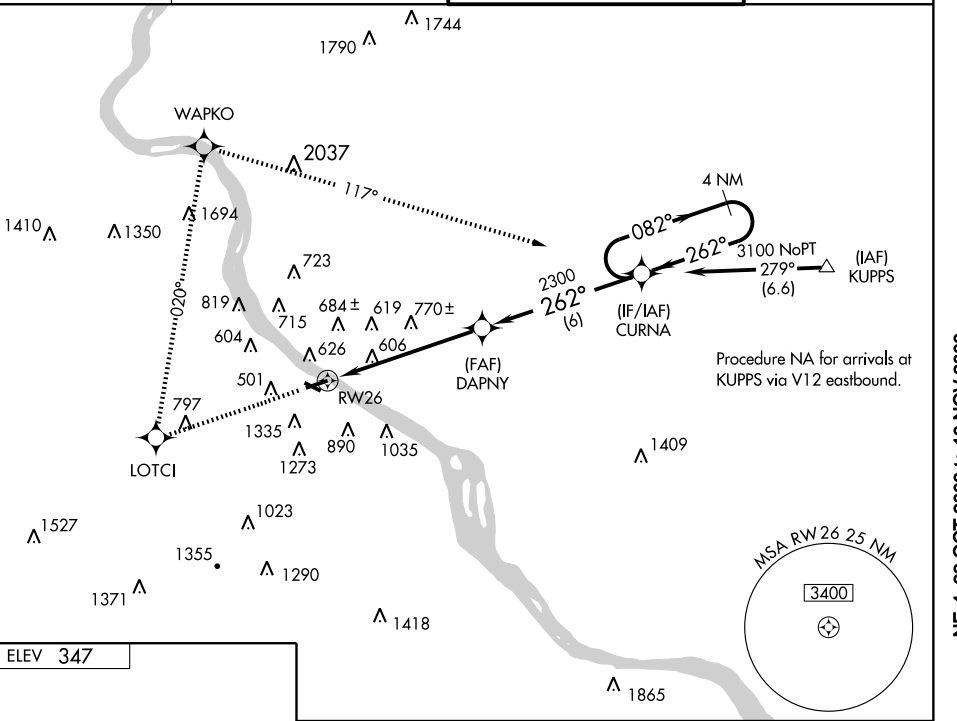
▼

When local altimeter setting not received, use Harrisburg Intl altimeter setting.
Procedure NA at night. DME/DME RNP-0.3 NA.

▲

MISSED APPROACH: Climb to 3100 direct LOTCI and right turn via 020° track to WAPKO and right turn 117° track to CURNA and hold.

| | | | |
|----------------|-------------------------------------|--|------------------|
| ATIS 134.95 | HARRISBURG APP CON 124.1 273.525 | CAPITOL CITY TOWER ★ 119.5 (CTAF) 0 257.8 | GND CON 121.9 |
|----------------|-------------------------------------|--|------------------|



| | | | | |
|----------|---------------------------|---------------------------|--------------|----------------------|
| 3100 | LOTCI | WAPKO | CURNA | 4 NM Holding Pattern |
| ↑ | ✧ | ↷ 020° track | ↷ 117° track | ✧ |
| CURNA | | | | |
| DAPNY | | 082° → 3100 ← 262° | | |
| RW26 | | 2300 | | |
| 5.9 NM | | 6 NM | | |
| CATEGORY | A | B | C | D |
| LPV DA | 846-1¾ 499 (500-1¾) | | | |
| LNAV MDA | 1460-1¼ 1113 (1200-1¼) | 1460-1½ 1113 (1200-1½) | 1460-3 | 1113 (1200-3) |
| CIRCLING | 1460-1¾ 1113 (1200-1¾) | 1700-1¾ 1353 (1400-1¾) | 1700-3 | 1353 (1400-3) |

NE-4: 22 OCT 2009 to 19 NOV 2009

AIRPORT DIAGRAM

AL-188 (FAA)

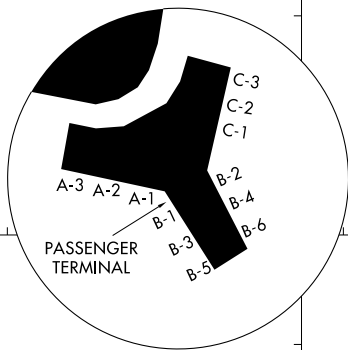
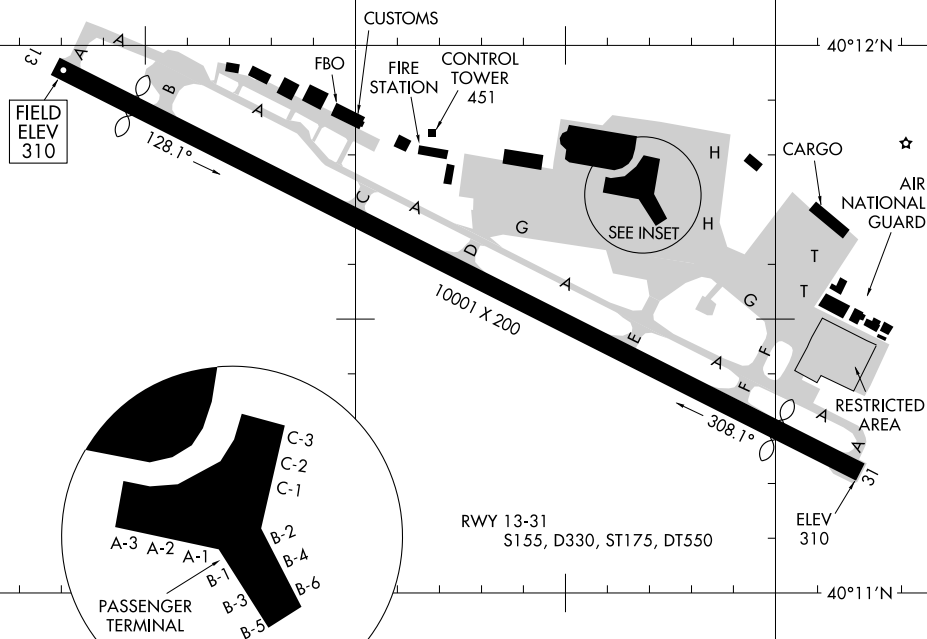
HARRISBURG INTL (MDT)
HARRISBURG, PENNSYLVANIA

ATIS
118.8
HARRISBURG INTL TOWER
124.8 269.35
GND CON
121.7 348.6

D



JANUARY 2005
ANNUAL RATE OF CHANGE
0.0°E



RWY 13-31
S155, D330, ST175, DT550

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READEBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-4, 22 OCT 2009 to 19 NOV 2009

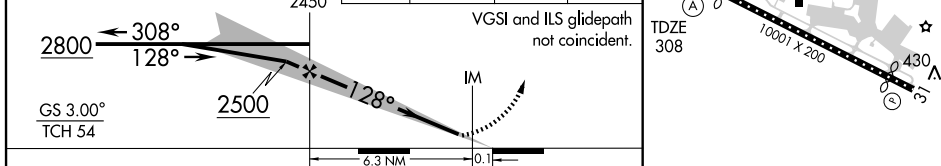
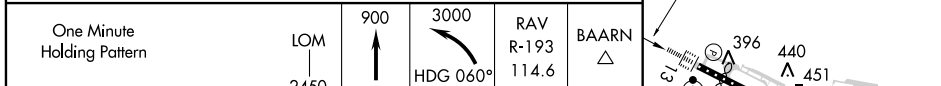
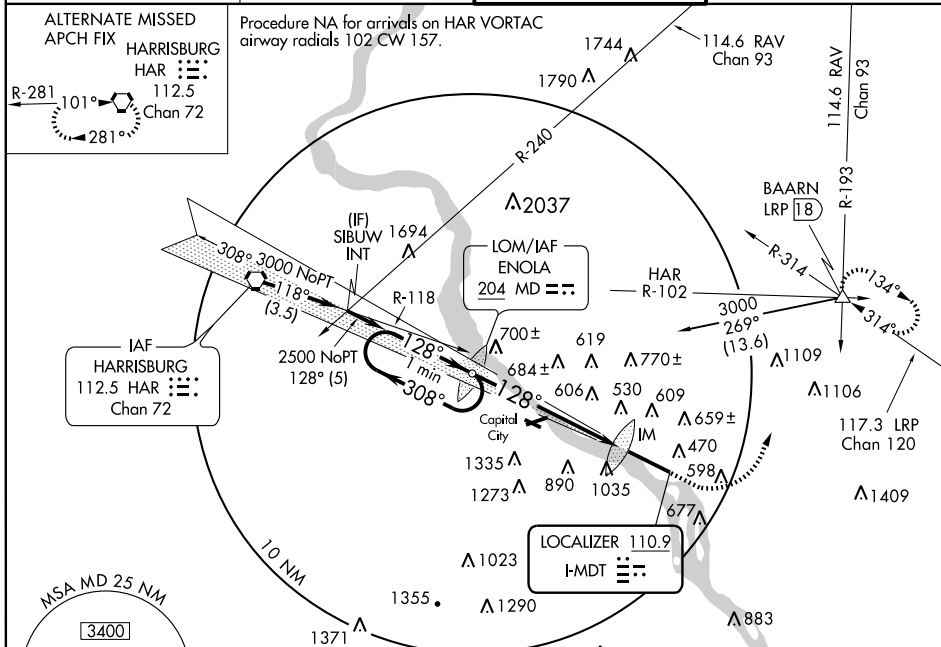
| | | | |
|-----------|---------|----------|------|
| LOC I-MDT | APP CRS | Rwy Idg | 8070 |
| 110.9 | 128° | TDZE | 308 |
| | | Apt Elev | 310 |

ILS or LOC RWY 13

HARRISBURG INTL (MDT)

| | | |
|---|---------------|---|
| <p>▼ ▲</p> <p>Circling NA south of Rwy 13-31.</p> | <p>ALSF-2</p> | <p>MISSED APPROACH: Climb to 900, then climbing left turn to 3000 via heading 060° and RAV VORTAC R-193 to BAARN Int/LRP 18 DME and hold.</p> |
|---|---------------|---|

| | | | |
|--------------------------|--|--|-----------------------------------|
| <p>ATIS</p> <p>118.8</p> | <p>HARRISBURG APP CON</p> <p>124.1 273.525</p> | <p>HARRISBURG INTL TOWER</p> <p>124.8 269.35</p> | <p>GND CON</p> <p>121.7 348.6</p> |
|--------------------------|--|--|-----------------------------------|



| CATEGORY | A | B | C | D |
|----------|---------|-------------|--------------------------|------------------------|
| S-ILS 13 | | 508/18 | 200 (200-½) | |
| S-LOC 13 | 900/24 | 592 (600-½) | 900/50 592 (600-1) | 900/60 592 (600-1¼) |
| CIRCLING | 900 - 1 | 590 (600-1) | 920 - 1¼ 610 (700-1¼) | 980 - 2 670 (700-2) |

| | | |
|-------------------|-------------|---------------------|
| TDZ/CL Rwy 13 | REIL Rwy 31 | HIRL Rwy 13-31 |
| FAF to MAP 6.4 NM | | |
| Knots | 60 | 90 120 150 180 |
| Min:Sec | 6:24 | 4:16 3:12 2:34 2:08 |

| | | | |
|-----------|---------|----------|------|
| LOC I-HQA | APP CRS | Rwy Idg | 8132 |
| 110.9 | 308° | TDZE | 308 |
| | | Apt Elev | 310 |

ILS or LOC RWY 31
HARRISBURG INTL (MDT)

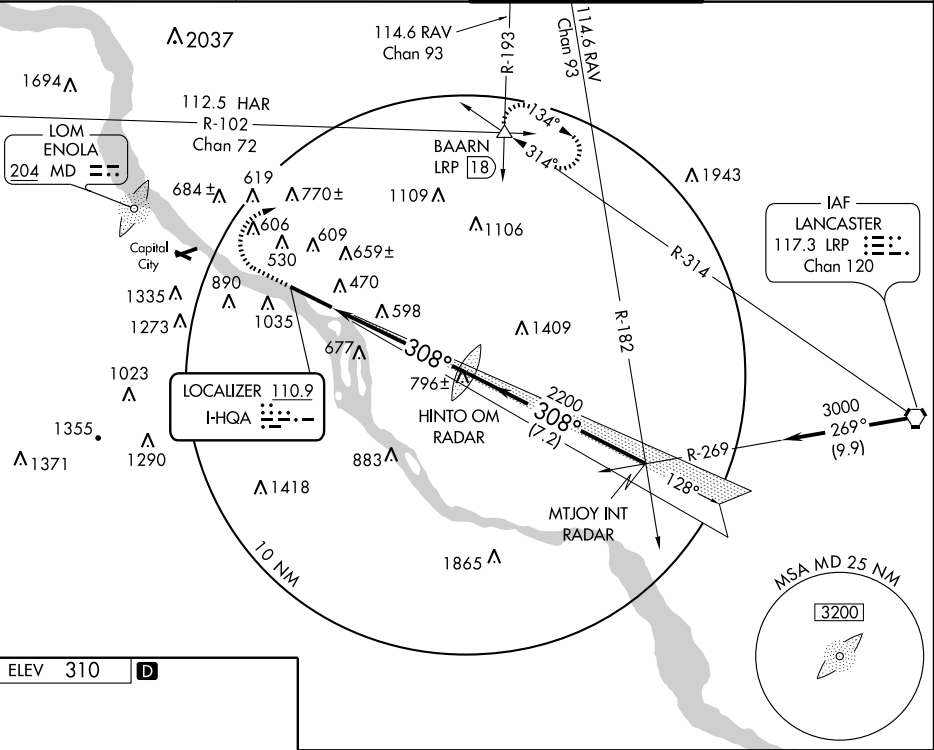
▼

▲

Circling NA south of Rwy 13-31.

MISSED APPROACH: Climb to 800, then climbing right turn to 3000 via heading 090° and RAV R-193 to BAARN Int/IRP 18 DME and hold.

| | | | |
|---------------|-------------------------------------|---------------------------------------|------------------------|
| ATIS 118.8 | HARRISBURG APP CON 124.1 273.525 | HARRISBURG INTL TOWER 124.8 269.35 | GND CON 121.7 348.6 |
|---------------|-------------------------------------|---------------------------------------|------------------------|



ELEV 310 **D**

TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

308° 5.6 NM from FAF

FAF to MAP 5.6 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

800

3000

RAV R-193 114.6

BAARN Δ

HINTO OM RADAR

MTJOY INT RADAR

2158

308°

3000

GS 3.00°

TCH 51

Procedure Turn NA

| | | | | |
|----------|---------|-------------|-----------------------|---------------------|
| CATEGORY | A | B | C | D |
| S-ILS 31 | 558/50 | | 250 (300-1) | |
| S-LOC 31 | 920/50 | 612 (700-1) | 920-1 612 (700-1 3/4) | 920 - 2 612 (700-2) |
| CIRCLING | 920 - 1 | 610 (700-1) | 920-1 610 (700-1 3/4) | 980 - 2 670 (700-2) |

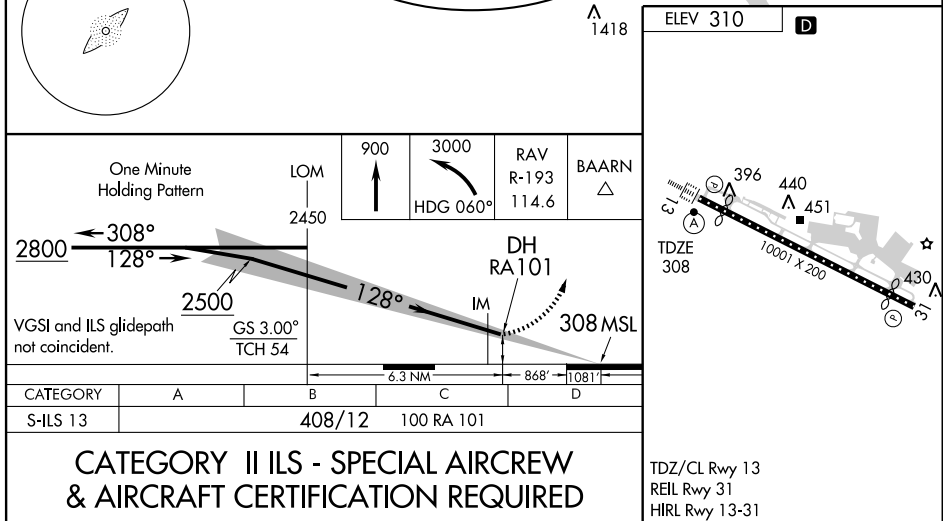
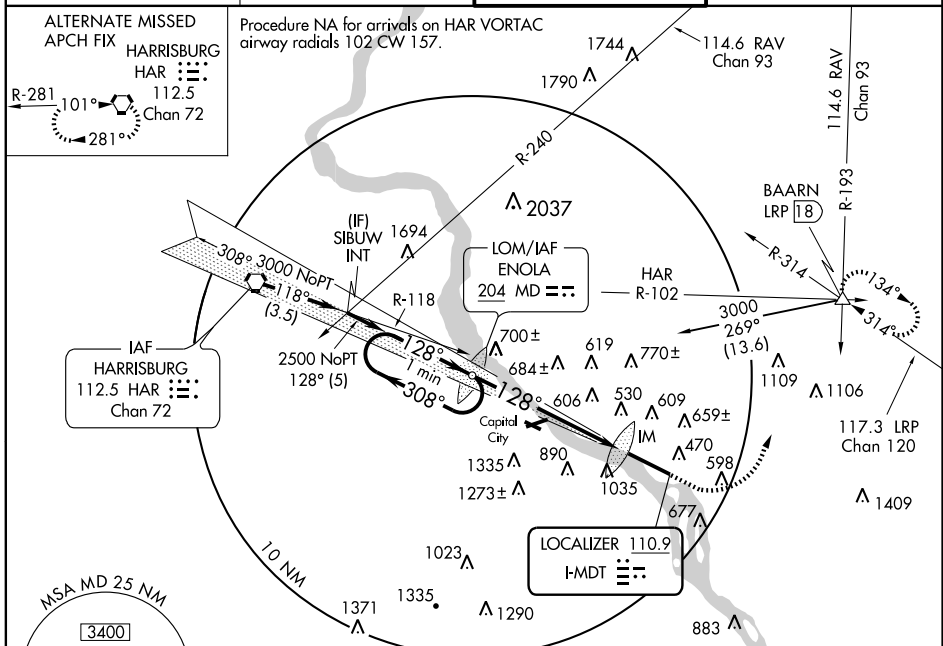
| | | | |
|--------------|-------------|----------|-------------|
| LOC I-MDT | APP CRS | Rwy Idg | 8070 |
| 110.9 | 128° | TDZE | 308 |
| | | Apt Elev | 310 |

ILS RWY 13 (CAT II)

HARRISBURG INTL (MDT)

| | | |
|--|-------------|--|
| | ALSIF-2 | MISSED APPROACH: Climb to 900, then climbing left turn to 3000 via heading 060° and RAV VORTAC R-193 to BAARN Int/LRP 18 DME and hold. |
|--|-------------|--|

| | | | |
|----------------------|--|--|-------------------------------|
| ATIS 118.8 | HARRISBURG APP CON 124.1 273.525 | HARRISBURG INTL TOWER 124.8 269.35 | GND CON 121.7 348.6 |
|----------------------|--|--|-------------------------------|



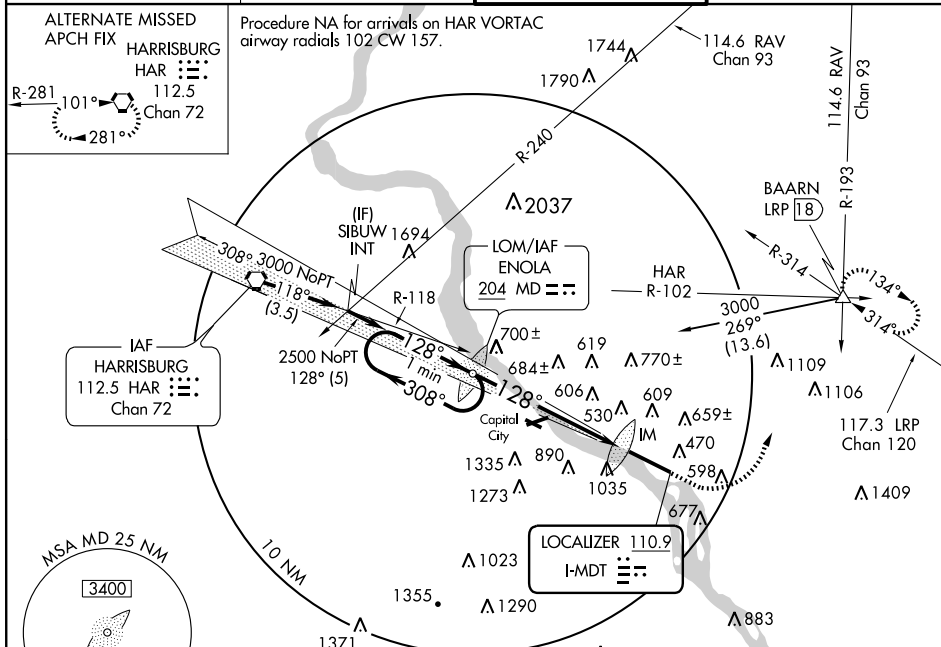
| | | |
|---------------------------|------------------------|--|
| LOC I-MDT 110.9 | APP CRS 128° | Rwy Idg TDZE Apt Elev 8070 308 310 |
|---------------------------|------------------------|--|

ILS RWY 13 (CAT III)

HARRISBURG INTL (MDT)

| | | |
|--|-------------------|--|
| ▼ ▲ Circling NA south of Rwy 13-31. | ALSF-2 | MISSED APPROACH: Climb to 900, then climbing left turn to 3000 via heading 060° and RAV VORTAC R-193 to BAARN Int/ LRP 18 DME and hold. |
|--|-------------------|--|

| | | | |
|-----------------------------|---|---|--------------------------------------|
| ATIS 118.8 | HARRISBURG APP CON 124.1 273.525 | HARRISBURG INTL TOWER 124.8 269.35 | GND CON 121.7 348.6 |
|-----------------------------|---|---|--------------------------------------|



| | | | |
|---|---|----------|--------|
| One Minute Holding Pattern 2800 ← 308° 128° → 2500 GS 3.00° TCH 54 LOM 2450 IM 411 308 MSL 6.3 NM 924' 1081' | | | |
| VGSI and ILS glidepath not coincident. 900 3000 RAV R-193 114.6 BAARN △ HDG 060° | | | |
| TDZ/CL Rwy 13 REIL Rwy 31 HIRL Rwy 13-31 | | | |
| CATEGORY | A | B | C |
| S-ILS 13 | | CAT IIIA | RVR 07 |
| S-ILS 13 | | CAT IIIB | RVR 06 |
| S-ILS 13 | | CAT IIIC | NA |

| | | | |
|----------|---------|----------|------|
| WAAS | APP CRS | Rwy Idg | 8070 |
| CH 86313 | 128° | TDZE | 308 |
| W13A | | Apt Elev | 310 |

RNAV (GPS) RWY 13

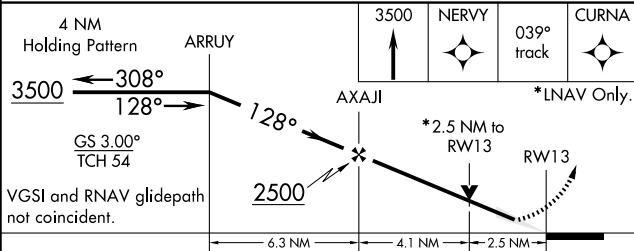
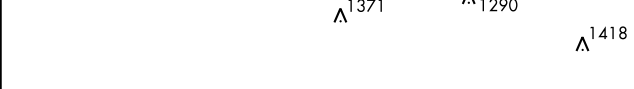
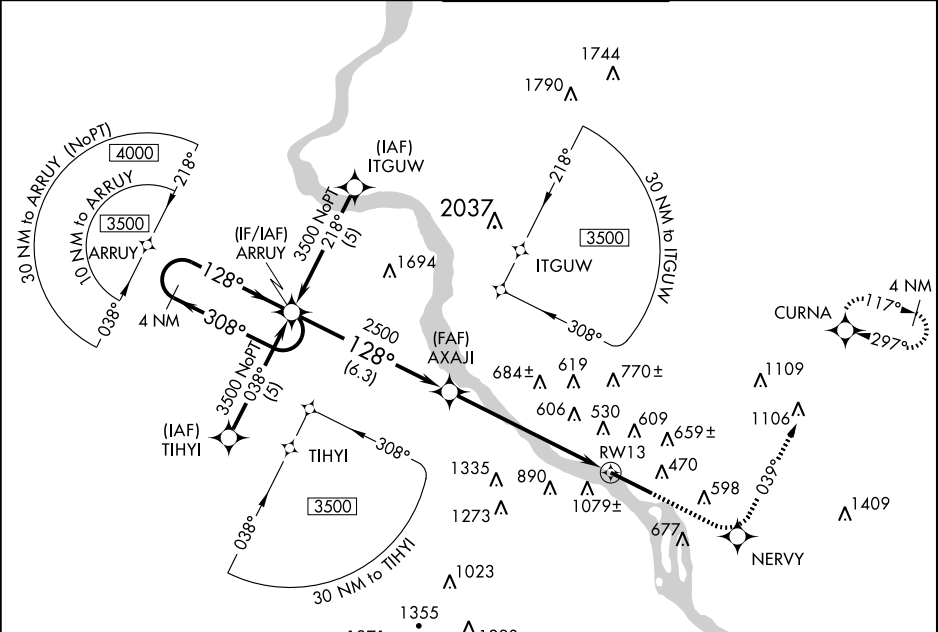
HARRISBURG INTL (MDT)

⚠ Circling NA south of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5F) or above 48°C (118°F). DME/DME RNP-0.3 NA.
⚠ Inoperative table does not apply to LNAV/VNAV all Cats.

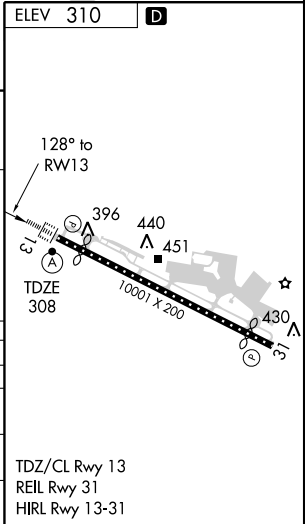


MISSED APPROACH: Climb to 3500 direct NERVY and via track 039° to CURNA and hold, continue climb-in-hold to 3500.

| | | | |
|---------------|-------------------------------------|---------------------------------------|------------------------|
| ATIS 118.8 | HARRISBURG APP CON 124.1 273.525 | HARRISBURG INTL TOWER 124.8 269.35 | GND CON 121.7 348.6 |
|---------------|-------------------------------------|---------------------------------------|------------------------|



| CATEGORY | A | B | C | D |
|--------------|------------------------|-------------------------|-------------------------|-------------------------|
| LPV DA | 558/24 | 250 (300-½) | | |
| LNAV/VNAV DA | 1572-5 | 1264 (1300-5) | | |
| LNAV MDA | 1180/24 872 (900-½) | 1180/40 872 (900-¾) | 1180-2 872 (900-2) | 1180-2¼ 872 (900-2¼) |
| CIRCLING | 1180-1 870 (900-1) | 1180-1¼ 870 (900-1¼) | 1180-2½ 870 (900-2½) | 1180-2¾ 870 (900-2¾) |



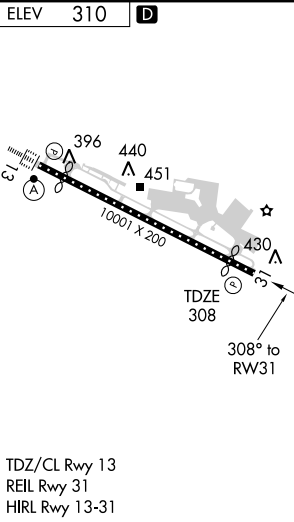
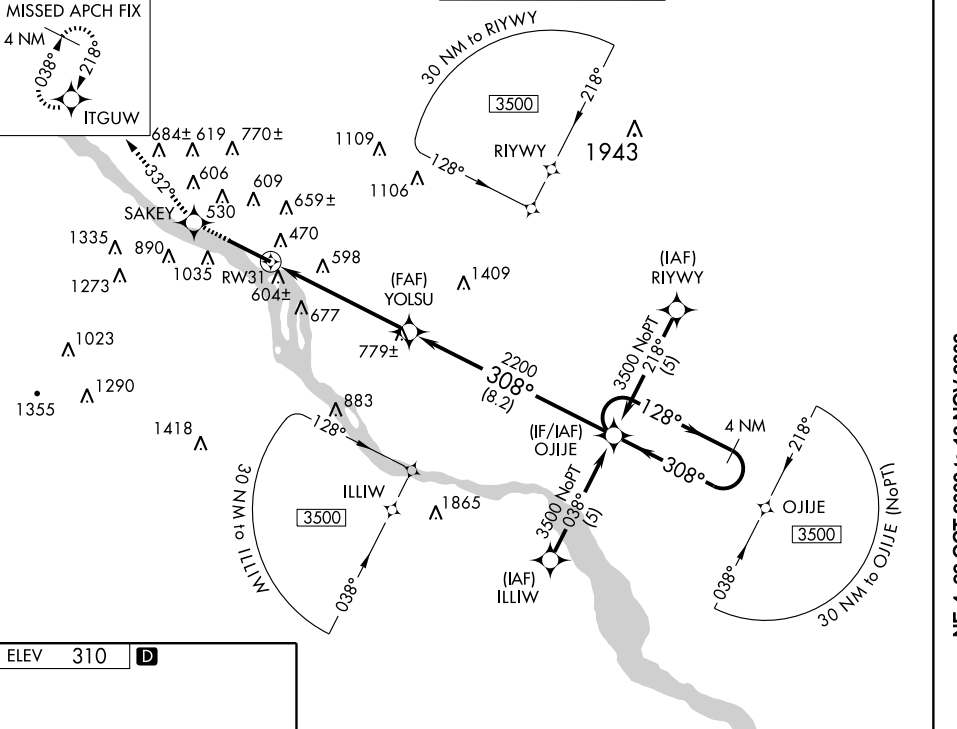
▼

▲

Circling NA south of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct SAKEY and via track 332° to ITGUW and hold.

| | | | |
|---------------|-------------------------------------|---------------------------------------|------------------------|
| ATIS 118.8 | HARRISBURG APP CON 124.1 273.525 | HARRISBURG INTL TOWER 124.8 269.35 | GND CON 121.7 348.6 |
|---------------|-------------------------------------|---------------------------------------|------------------------|

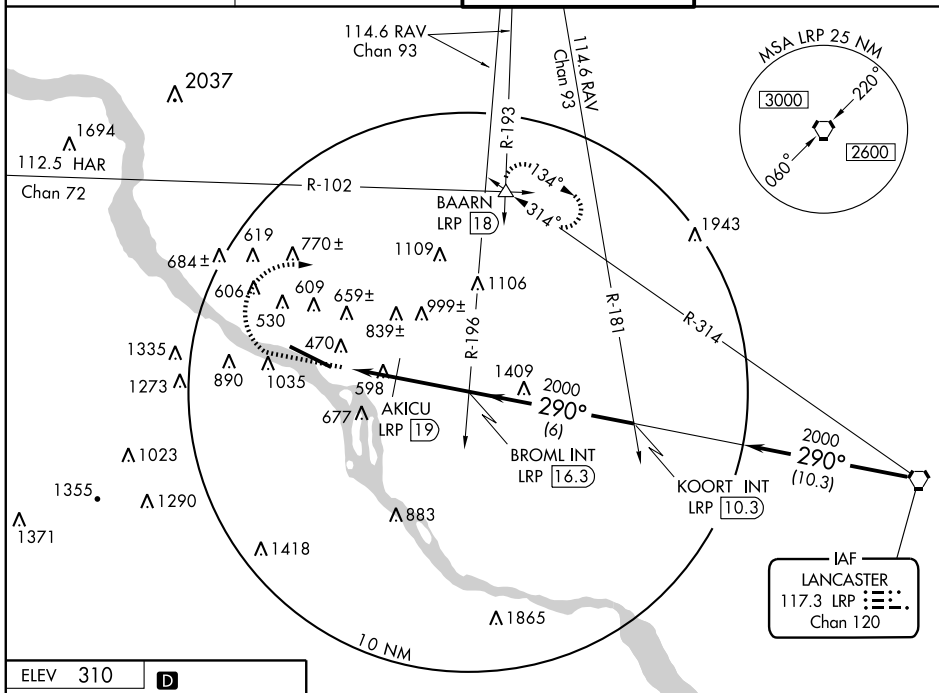


| | | | | | |
|---|------------------------|-------------------------|-------------------------|-------------------------|----------------------|
| 3500 | SAKEY | 332° track | ITGUW | OJJE | 4 NM Holding Pattern |
| ↑ | ✧ | | ✧ | | |
| VGSI and RNAV glidepath not coincident. | | | | | |
| <p>RW31</p> <p>YOLSU</p> <p>OJJE</p> <p>128°</p> <p>308°</p> <p>3500</p> <p>GS 3.00° TCH 51</p> | | | | | |
| CATEGORY | A | | B | | D |
| LPV DA | 558/50 | | 250 (300-1) | | |
| LNAV/VNAV DA | 921-2¼ | | 613 (700-2¼) | | |
| LNAV MDA | 1100/50 792 (800-1) | 1100/60 792 (800-1¼) | 1100-2¼ 792 (800-2¼) | 1100-2½ 792 (800-2½) | |
| CIRCLING | 1100-1 790 (800-1) | 1100-1¼ 790 (800-1¼) | 1100-2¼ 790 (800-2¼) | 1100-2½ 790 (800-2½) | |

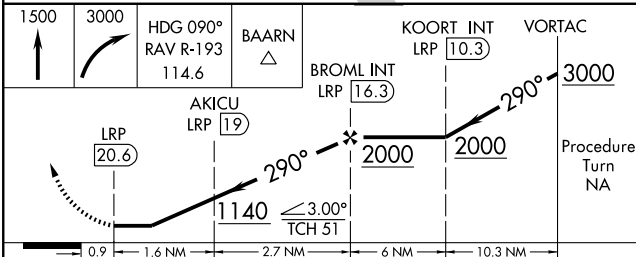
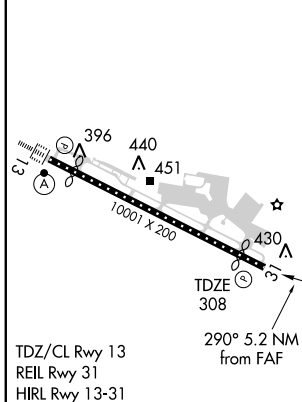
NE-4: 22 OCT 2009 to 19 NOV 2009

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via heading 090° and RAV R-193 to BAARN Int/ LRP 18 DME and hold.

GND CON
121.7 348.6



D



| CATEGORY | A | B | C | D |
|--------------------|-------------------------|---------------------------|---------------------------|---------------------------|
| S-31 | 1140 - 1 832 (900-1) | 1140 - 1¼ 832 (900-1¼) | 1140 - 2½ 832 (900-2½) | 1140 - 2¾ 832 (900-2¾) |
| CIRCLING | 1140 - 1 830 (900-1) | 1140 - 1¼ 830 (900-1¼) | 1140 - 2½ 830 (900-2½) | 1140 - 2¾ 830 (900-2¾) |
| AKICU FIX MINIMUMS | | | | |
| S-31 | 1040 - 1 732 (800-1) | 1040 - 1¼ 732 (800-1¼) | 1040 - 2 732 (800-2) | 1040 - 2¼ 732 (800-2¼) |
| CIRCLING | 1040 - 1 730 (800-1) | 1040 - 1¼ 730 (800-1¼) | 1040 - 2 730 (800-2) | 1040 - 2¼ 730 (800-2¼) |

| | | | |
|---------------------|-------------|----------|-------------|
| LOC I-HZL | APP CRS | Rwy Idg | 4898 |
| <u>110.5</u> | 284° | TDZE | 1603 |
| | | Apt Elev | 1603 |

LOC RWY 28
HAZLETON MUNI (HZL)



Inoperative table does not apply.



MALSF



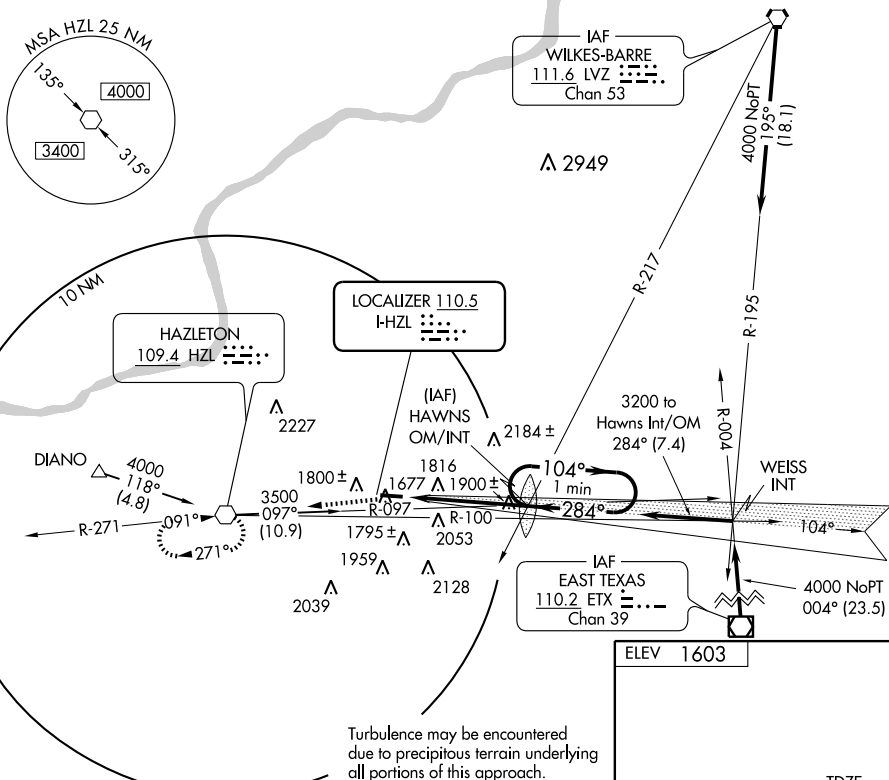
MISSED APPROACH: Climb to 3500 direct to HZL VOR and hold.

AWOS-3
119.975

WILKES-BARRE APP CON
126.3 256.7

CLNC DEL
121.7

UNICOM
123.0 (CTAF) **L**



NE-4. 22 OCT 2009 to 19 NOV 2009

| | |
|-----------|---|
| 3500 ↑ | HZL  109.4 |
|-----------|---|

HAWNS

One Minute

| | |
|------|------|
| ELEV | 1603 |
|------|------|

TDZE
1603

REIL Rwy 10 **L**
MIRL Rwy 10-28 **L**

FAF to MAP 4.5 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|---------------------------|---------------------------|
| S-LOC 28 | 2160-1 | 557 (600-1) | 2160-1½ 557 (600-1½) | 2160-1¾ 557 (600-1¾) |
| CIRCLING | 2160-1 557 (600-1) | 2180-1 557 (600-1) | 2380-2 ¼ 777 (800-2 ¼) | 2380-2 ½ 777 (800-2 ½) |

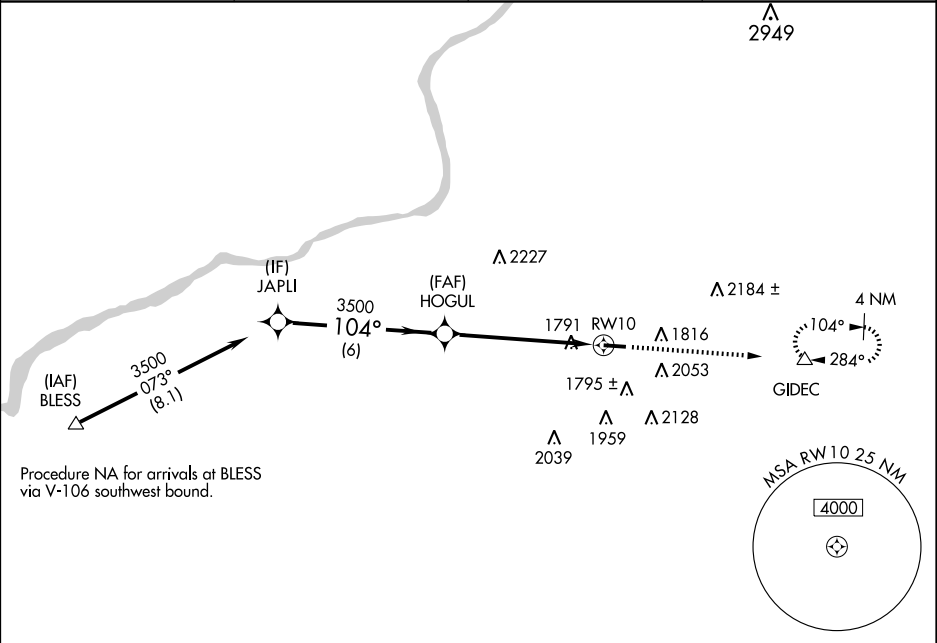
| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 90127 W10A | APP CRS 104° | Rwy Idg TDZE Apt Elev | 4898 1603 1603 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 10
HAZLETON MUNI (HZZL)

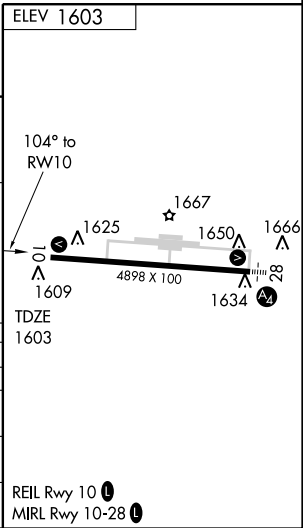
- ▼** DME/DME RNP-0.3 NA. BARO-VNAV NA below -18°C (0°F).

▲ Circling to Rwy 28 NA at night.
- MISSED APPROACH: Climb to 4000 direct GIDEC and hold, continue climb-in-hold to 4000.

| | | | |
|--------------------------|--|--------------------------|--|
| AWOS-3 119.975 | WILKES-BARRE APP CON 126.3 256.7 | CLNC DEL 121.7 | UNICOM 123.0 (CTAF) 0 |
|--------------------------|--|--------------------------|--|



| | | | | |
|---|----------------------|----------------------|----------------------|----------------------|
| VGSi and RNAV glidepath not coincident. | | | | |
| Procedure Turn NA | | | | |
| JAPLI HOGUL | | | | |
| 3500 104° 3500 | | | | |
| GS 3.00° TCH 56 | | | | |
| *LNAV only | | | | |
| 6 NM 4.5 NM 1.2 | | | | |
| CATEGORY | A | B | C | D |
| LPV DA | 2054-1½ 451 (500-1½) | | | |
| LNAV/ VNAV DA | 2086-1¾ 483 (500-1¾) | | | |
| LNAV MDA | 2060-1 | 457 (500-1) | 2060-1¼ 457 (500-1¼) | 2060-1½ 457 (500-1½) |
| CIRCLING | 2120-1¾ 517 (600-1¾) | 2180-1¾ 577 (600-1¾) | 2440-2½ 837 (900-2½) | 2440-2¾ 837 (900-2¾) |

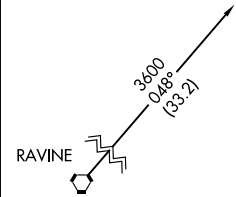
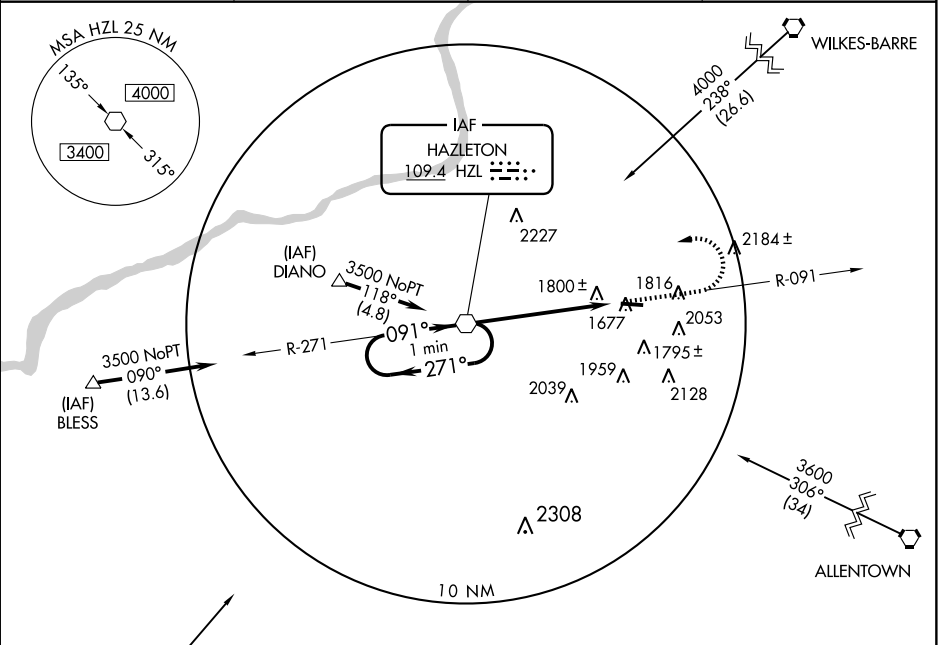


VOR RWY 10
HAZLETON MUNI (HZZL)

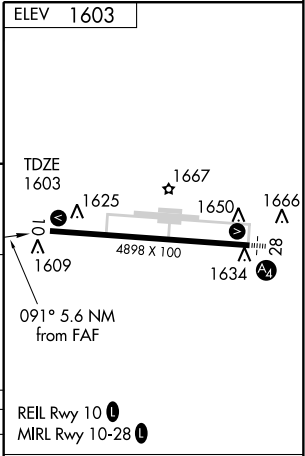
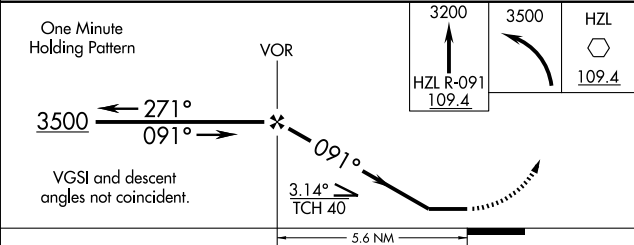
| | | | |
|---------|---------|----------|------|
| VOR HZL | APP CRS | Rwy Idg | 4898 |
| 109.4 | 091° | TDZE | 1603 |
| | | Apt Elev | 1603 |

| | |
|--|--|
| <div><div>▼</div><div>▲ NA</div></div> | MISSED APPROACH: Climb on HZL R-091 to 3200 then climbing left turn to 3500 direct HZL VOR and hold. |
|--|--|

| | | | |
|-------------------|-------------------------------------|-------------------|--------------------------|
| AWOS-3 119,975 | WILKES-BARRE APP CON 126.3 256.7 | CLNC DEL 121.7 | UNICOM 123.0 (CTAF) 0 |
|-------------------|-------------------------------------|-------------------|--------------------------|



Turbulence may be encountered due to precipitous terrain underlying all portions of this approach.



| CATEGORY | A | B | C | D |
|----------|--------------------|---|----------------------------|----------------------------|
| S-10 | 2300-1 697 (700-1) | | 2300-2 697 (700-2) | 2300-2 1/2 697 (700-2 1/2) |
| CIRCLING | 2300-1 697 (700-1) | | 2380-2 1/2 777 (800-2 1/2) | 2380-2 1/2 777 (800-2 1/2) |

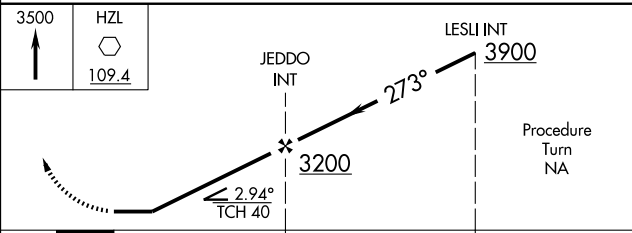
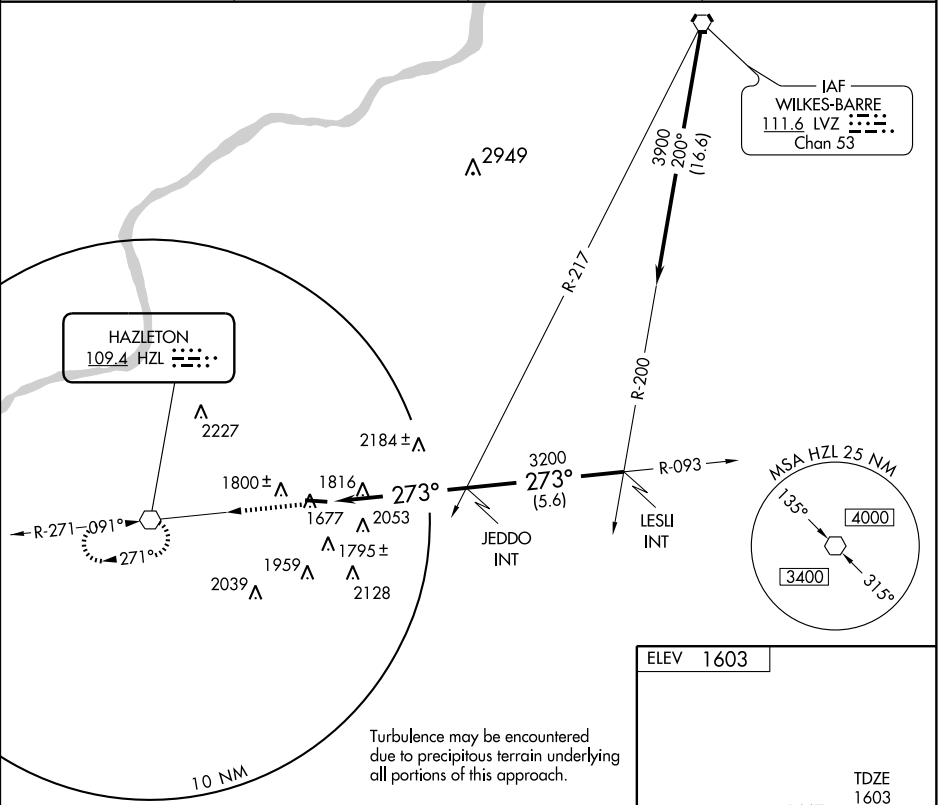
| | | | | | |
|-------------------|------|------|------|------|------|
| REIL Rwy 10 0 | | | | | |
| MIRL Rwy 10-28 0 | | | | | |
| FAF to MAP 5.6 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

VOR RWY 28
HAZLETON MUNI (HZZ)

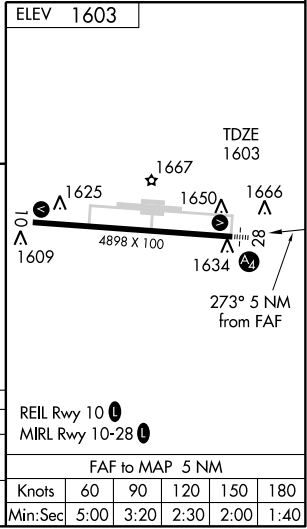
| | | | |
|---------|---------|----------|------|
| VOR HZZ | APP CRS | Rwy Idg | 4898 |
| 109.4 | 273° | TDZE | 1603 |
| | | Apt Elev | 1603 |

| | | |
|---|--|--|
| <div><div>▼</div><div>▲ NA</div></div> <div>Inoperative table does not apply.</div> | <div>MALSF</div> <div><div>▲</div><div>—</div></div> | MISSED APPROACH: Climb to 3500 direct to HZZ VOR and hold. |
|---|--|--|

| | | | |
|-------------------|-------------------------------------|-------------------|--------------------------|
| AWOS-3 119.975 | WILKES-BARRE APP CON 126.3 256.7 | CLNC DEL 121.7 | UNICOM 123.0 (CTAF) 0 |
|-------------------|-------------------------------------|-------------------|--------------------------|



| CATEGORY | A | B | C | D |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|
| S-28 | 2420-1 817 (900-1) | 2420-1¼ 817 (900-1¼) | 2420-2½ 817 (900-2½) | 2420-2¾ 817 (900-2¾) |
| CIRCLING | 2420-1 817 (900-1) | 2420-1¼ 817 (900-1¼) | 2420-2½ 817 (900-2½) | 2420-2¾ 817 (900-2¾) |



RNAV (GPS)-B

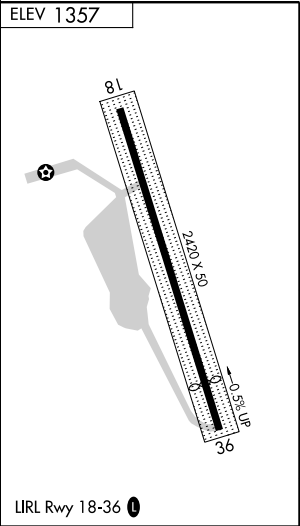
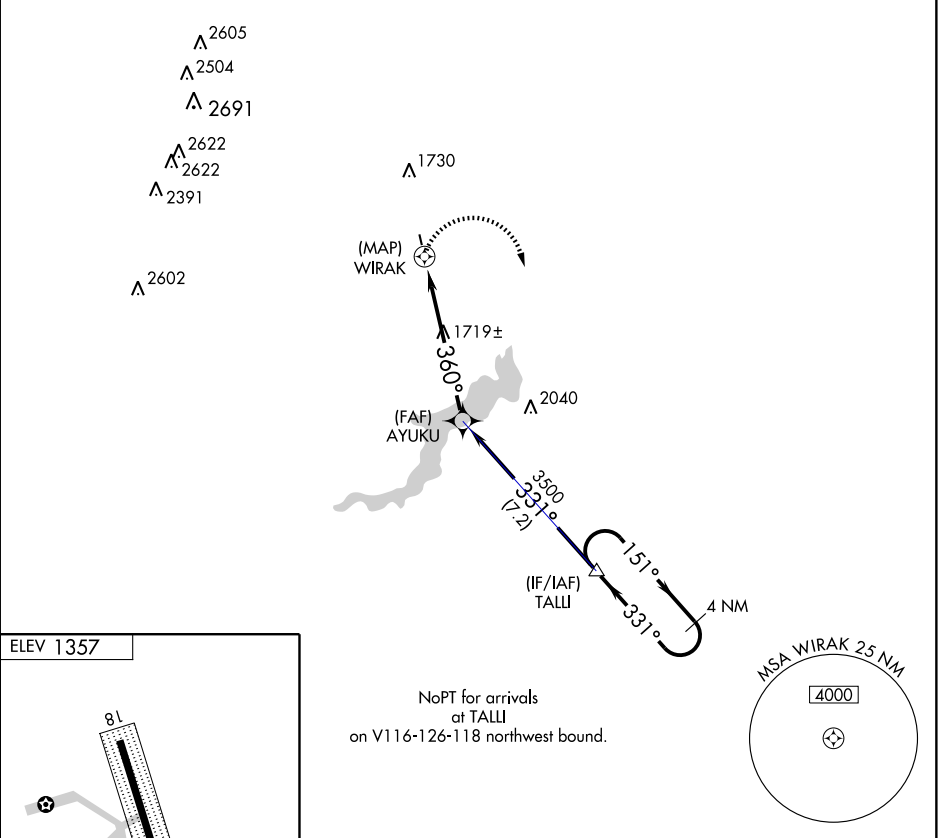
HONESDALE / CHERRY RIDGE (N30)









| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | N/A |
| 360° | TDZE | N/A |
| | Apt Elev | 1357 |

NA DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton Intl altimeter setting, and increase MDA 320 feet and Cat A visibility 1/4 mile.

MISSED APPROACH: Climbing right turn to 4000 direct TALLI and hold.

| | | |
|-------------------------------------|------------------------|----------|
| WILKES-BARRE APP CON 124.5 256.7 | UNICOM 122.8 (CTAF) | 122.75 0 |
|-------------------------------------|------------------------|----------|



| | | | | | |
|---|-----------------------|---|----|---|--|
| <div><div>4000</div><div></div></div> | | <div><div>TALLI</div><div></div></div> | | <div><div>TALLI</div><div>4 NM Holding Pattern</div></div> | |
| <div><div>WIRAK</div><div></div></div> | | <div><div>AYUKU</div><div></div></div> | | | |
| <div><div></div><div>0.8</div></div> | | <div><div>360°</div><div></div><div>3500</div></div> | | <div><div>331°</div><div></div><div>331°</div></div> | |
| <div><div>6.1 NM</div></div> | | <div><div>7.2 NM</div></div> | | <div><div>151°</div><div></div><div>4000</div></div> | |
| CATEGORY | A | B | C | D | |
| CIRCLING | 2080-1 723 (800-1) | | NA | | |

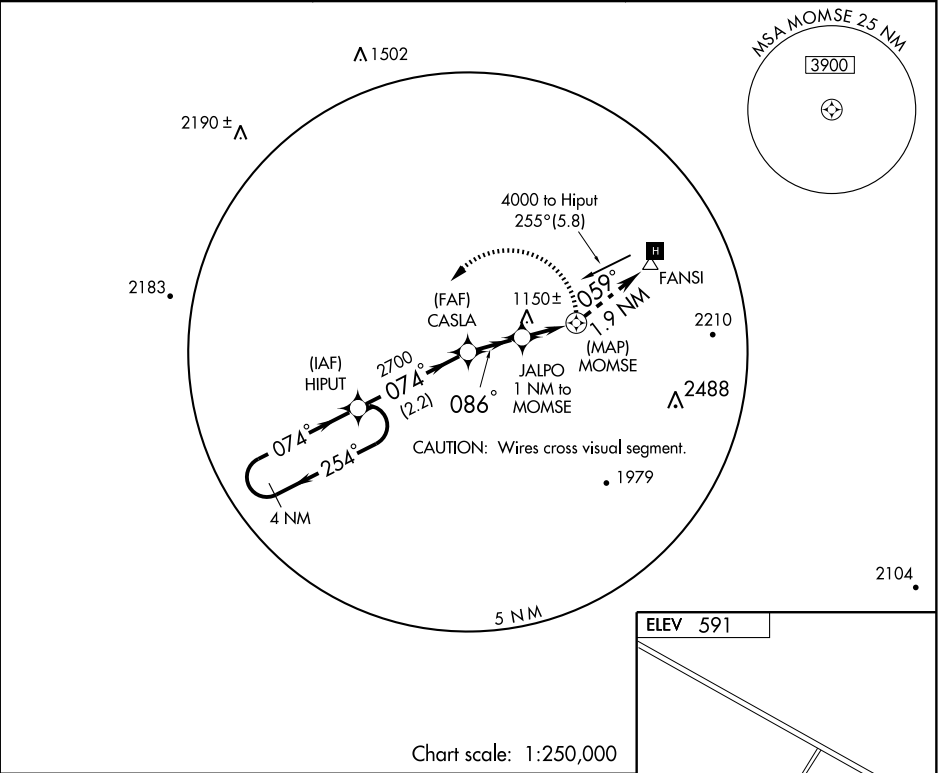
| | | |
|---------|----------|-----|
| APP CRS | Rwy Idg | 100 |
| 086° | TDZE | N/A |
| | Apt Elev | 591 |

COPTER RNAV (GPS) 086°

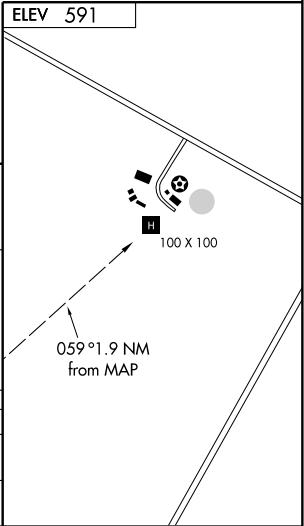
HONEY GROVE/STOTTLE MEMORIAL (Ø2P)

| | |
|---|--|
| <p>Proceed VFR from MOMSE WP or conduct the specified missed approach. Limit final, missed approach, and holding airspeed to 70 KIAS. Use Reedsville/Mifflin County (RVL) altimeter setting. Surface elevation 900' at MAP.</p> | <p>MISSED APPROACH: Climbing left turn to 4000 direct HIPUT WP and hold.</p> |
|---|--|

| | | |
|-------------------------------------|-------------------------|---------|
| HARRISBURG APP CON 124.1 273.525 | UNICOM 123.05 (CTAF) | 122.8 0 |
|-------------------------------------|-------------------------|---------|



| | | | | |
|----------------------|----------------------|--------|---------------------|-------|
| 4 NM Holding Pattern | HIPUT | CASLA | JALPO 1 NM to MOMSE | MOMSE |
| 4000 | 254° | 074° | 2700 | 2100 |
| | 074° | 074° | 086° | 059° |
| | | 2.2 NM | 1 NM | 1 NM |
| CATEGORY | COPTER | | | |
| H-086° | 1500 - ¾ 600 (600-¾) | | | |
| CIRCLING | NA | | | |



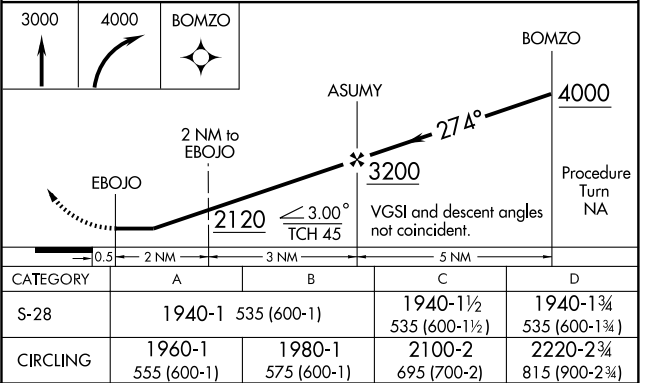
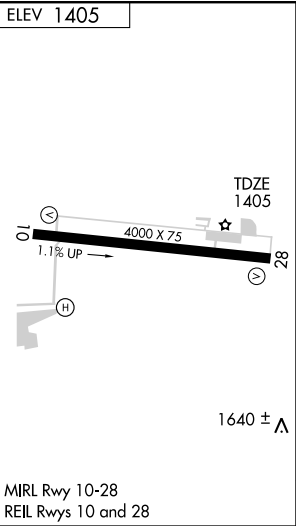
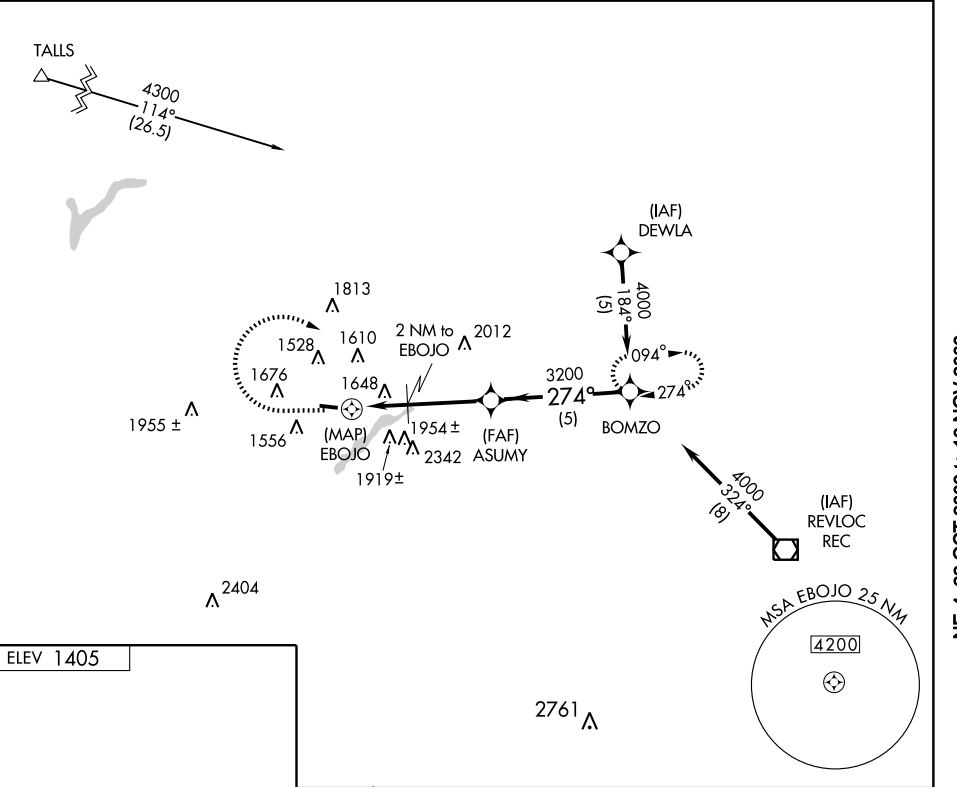
| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 4000 |
| 274° | TDZE | 1405 |
| | Apt Elev | 1405 |

GPS RWY 28

INDIANA COUNTY/JIMMY STEWART FIELD (IDI)

| | |
|--|--|
| <div><div>▽</div><div>▲ NA</div></div> | MISSED APPROACH: Climb to 3000, then climbing right turn to 4000 direct BOMZO WP and hold. |
|--|--|

| | | |
|-------------------|---------------------------------|------------------------|
| AWOS-3 126.625 | CLEVELAND CENTER 121.2 299.2 | UNICOM 122.8 (CTAF) |
|-------------------|---------------------------------|------------------------|

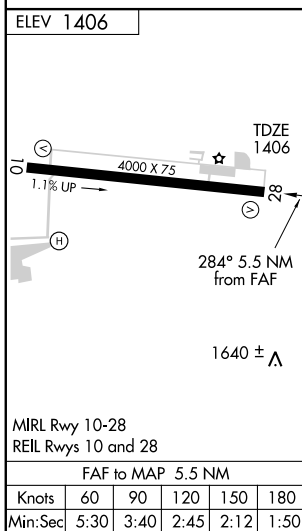
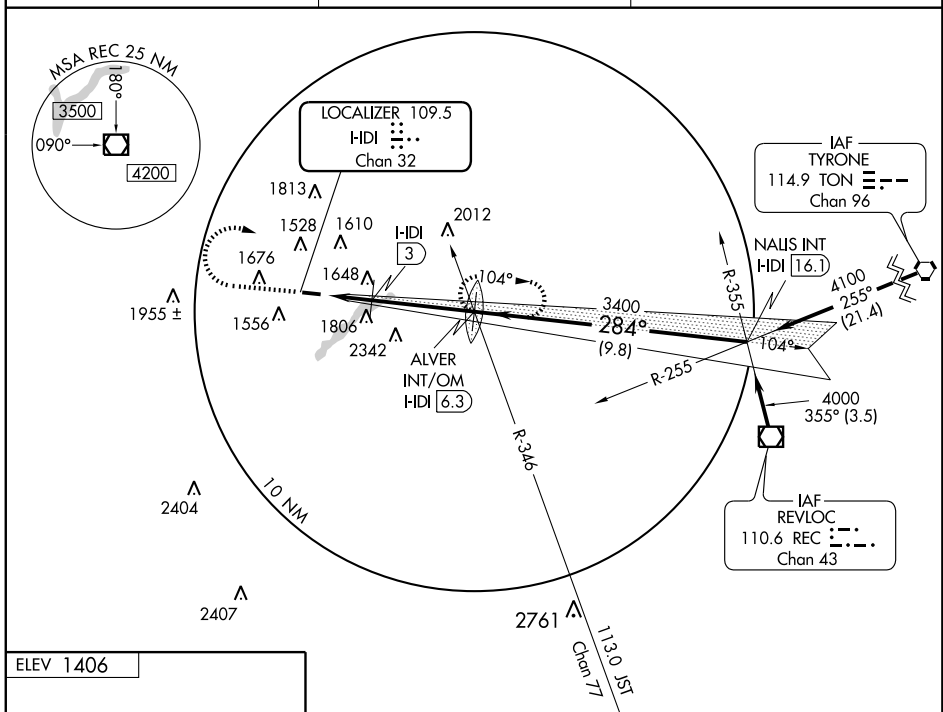


| | | | |
|--|------------------------|-----------------------------|---|
| LOC/DME I-DI 109.5 Chan 32 | APP CRS 284° | Rwy Idg TDZE Apt Elev | 4000 1406 1406 |
|--|------------------------|-----------------------------|---|

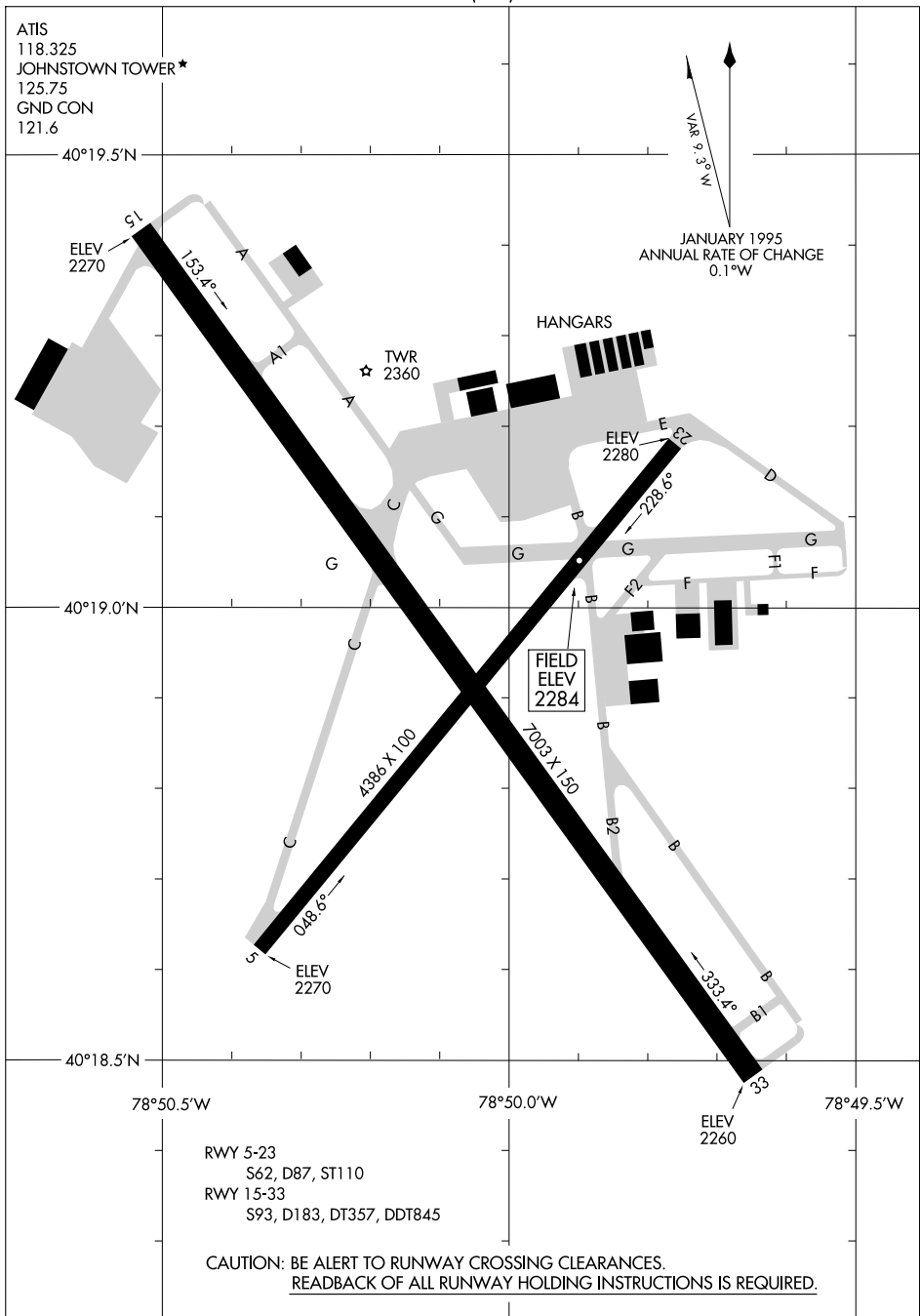
LOC RWY 28

INDIANA COUNTY/JIMMY STEWART FIELD (IDI)

| | | | |
|--------------------------|--|---|--|
| NA | | MISSED APPROACH: Climb to 3000, then dimbing right turn to 4000 via I-DI LOC East Course to ALVER INT/OM/I-DI 6.3 DME and hold. | |
| AWOS-3 126.625 | CLEVELAND CENTER 121.2 299.2 | UNICOM 122.8 (CTAF) | |



| | | | | | |
|--|---|----------------------------|------------------------------|--|---|
| 3000 4000 ALVER INT ALVER INT/OM I-DI [6.3] NALIS INT I-DI [16.1] 4000 Procedure Turn NA | I-DI LOC EAST CRS I-DI [0.8] 2140 2140 3400 284° | 2.2 NM 3.3 NM 9.8 NM | CATEGORY A B C D | S-28 2140-1 734 (800-1) 2140-2 734 (800-2) 2140-2 1/4 734 (800-2 1/4) 2140-1 734 (800-1) 2140-2 734 (800-2) 2220-2 3/4 814 (900-2 3/4) | DME MINIMUMS S-28 1860-1 454 (500-1) 1860-1 1/2 454 (500-1 1/2) 1860-1 454 (500-1) 2100-2 694 (700-2) 2220-2 3/4 814 (900-2 3/4) |
| | | | | | |



NE-4, 22 OCT 2009 to 19 NOV 2009

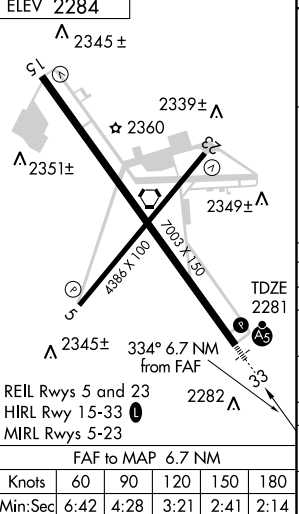
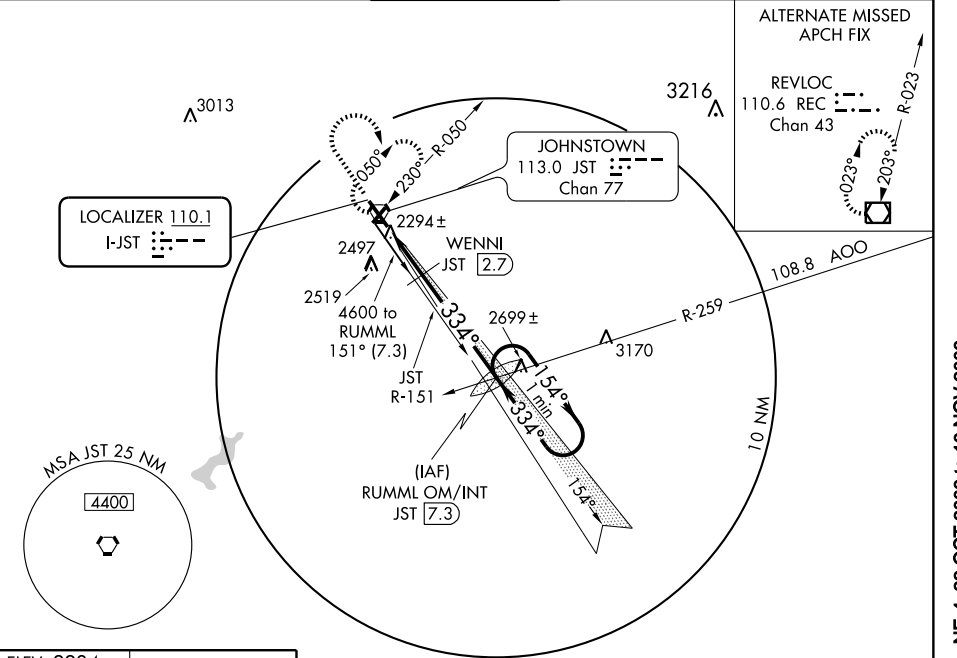
▼ For inoperative MALS, increase WENNI fix minimums

▲ S-LOC 33 Cat. D visibility to 1 mile. Glide slope unusable beyond 5 degrees left of course.

MALS
AS

MISSED APPROACH: Climb to 3600 then climbing right turn to 4600 direct JST VORTAC and hold, continue climb-in-hold to 4600.

| | | | | |
|-----------------|---------------------------------|--------------------------------------|------------------|------------------|
| ATIS 118.325 | CLEVELAND CENTER 121.2 299.2 | JOHNSTOWN TOWER ★ 125.75 (CTAF) 0 | GND CON 121.6 | UNICOM 122.95 |
|-----------------|---------------------------------|--------------------------------------|------------------|------------------|



| | | | | | |
|--------------------|---------------------|--------------------|----------------------|----------------------|--|
| | 3600 | 4600 | JST 113.0 | RUMML OM/INT JST 7.3 | One Minute Holding Pattern |
| | ↑ | ↷ | AS | | |
| | | JST 0.6 | WENNI JST 2.7 | 4483 | 154° → 4600 |
| | | | | | 334° ← 4600 |
| | | | | | GS 3.00° TCH 58 |
| | | | | | *LOC only |
| | | | | | VGSI and ILS glidepath not coincident. |
| | | 2.1 NM | 4.5 NM | | |
| CATEGORY | A | B | C | D | |
| S-ILS 33 | 2481-1½ 200 (200-½) | | | | |
| S-LOC 33 | 3000-½ | 719 (800-½) | 3000-1½ 719 (800-1½) | 3000-1¾ 719 (800-1¾) | |
| CIRCLING | 3000-1 | 716 (800-1) | 3000-2 716 (800-2) | 3000-2¼ 716 (800-2¼) | |
| WENNI FIX MINIMUMS | | | | | |
| S-LOC 33 | 2600-½ 319 (400-½) | | | 2600-¾ 319 (400-¾) | |
| CIRCLING | 2660-1 376 (400-1) | 2740-1 456 (500-1) | 2880-1½ 596 (600-1½) | 2880-2 596 (600-2) | |

ATIS 118.325

GND CON

121.6

JOHNSTOWN TOWER ★

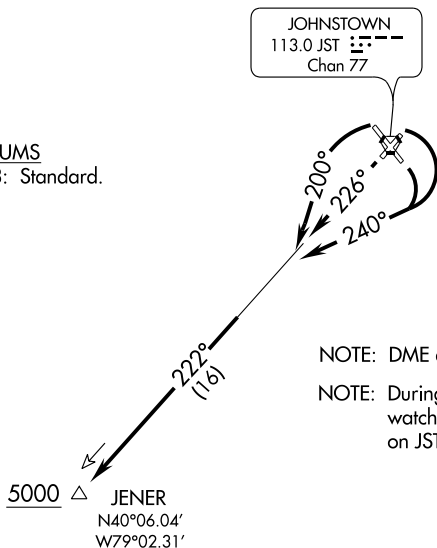
125.75 (CTAF)

CLEVELAND CENTER

121.2 299.2

TAKE-OFF MINIMUMS

Rwy 5, 15, 23, 33: Standard.



NOTE: DME and RADAR required.

NOTE: During VFR conditions
watch for opposing traffic
on JST R-222.

TAKE-OFF OBSTACLES

Rwy 5: Trees beginning 326' from DER, 342' right of centerline,
up to 100' AGL/2358' MSL.

Trees beginning 887' from DER, 384' left of centerline,
up to 100' AGL/2341' MSL.

Rwy 23: Trees beginning 215' from DER, 227' right of centerline,
up to 100' AGL/2339' MSL.

Trees beginning 431' from DER, 250' left of centerline,
up to 100' AGL/2379' MSL.

Rwy 33: Trees beginning 359' from DER, 318' right of centerline,
up to 100' AGL/2409' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5 and 15: Turn right heading 240° to intercept JST
R-222, Thence. . . .

TAKE-OFF RUNWAY 23: Climb heading 226° to intercept JST R-222,
Thence. . . .

TAKE-OFF RUNWAY 33: Turn left heading 200° to intercept JST R-222,
Thence. . . .

. . . . via JST R-222 to cross JENER/JST 16 DME at or above 5000.
Thence via (assigned route).

LILLI THREE DEPARTURE

ATIS 118.325

GND CON

121.6

JOHNSTOWN TOWER ★

125.75 (CTAF)

CLEVELAND CENTER

121.2 299.2

TAKE-OFF MINIMUMS

Rwy 5, 15, 23, 33: Standard with minimum
ATC climb of 235' per NM to 5000.

TAKE-OFF OBSTACLES

Rwy 5: Trees beginning 326' from DER, 342' right of
centerline, up to 100' AGL/2358' MSL.

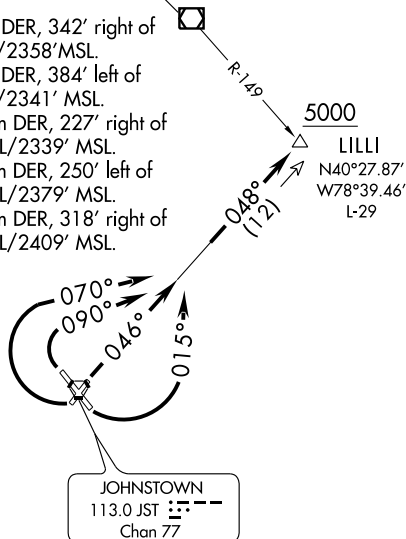
Trees beginning 887' from DER, 384' left of
centerline, up to 100' AGL/2341' MSL.

Rwy 23: Trees beginning 215' from DER, 227' right of
centerline, up to 100' AGL/2339' MSL.

Trees beginning 431' from DER, 250' left of
centerline, up to 100' AGL/2379' MSL.

Rwy 33: Trees beginning 359' from DER, 318' right of
centerline, up to 100' AGL/2409' MSL.

REVLOC
110.6 REC
Chan 43



NOTE: During VFR conditions
watch for opposing traffic
on JST R-048.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb heading 046° to intercept JST R-048,
Thence

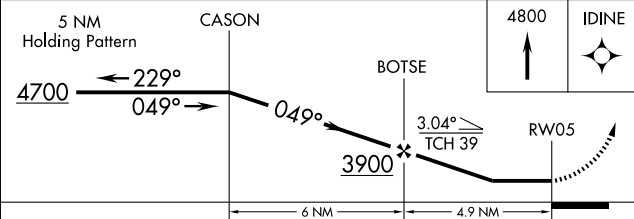
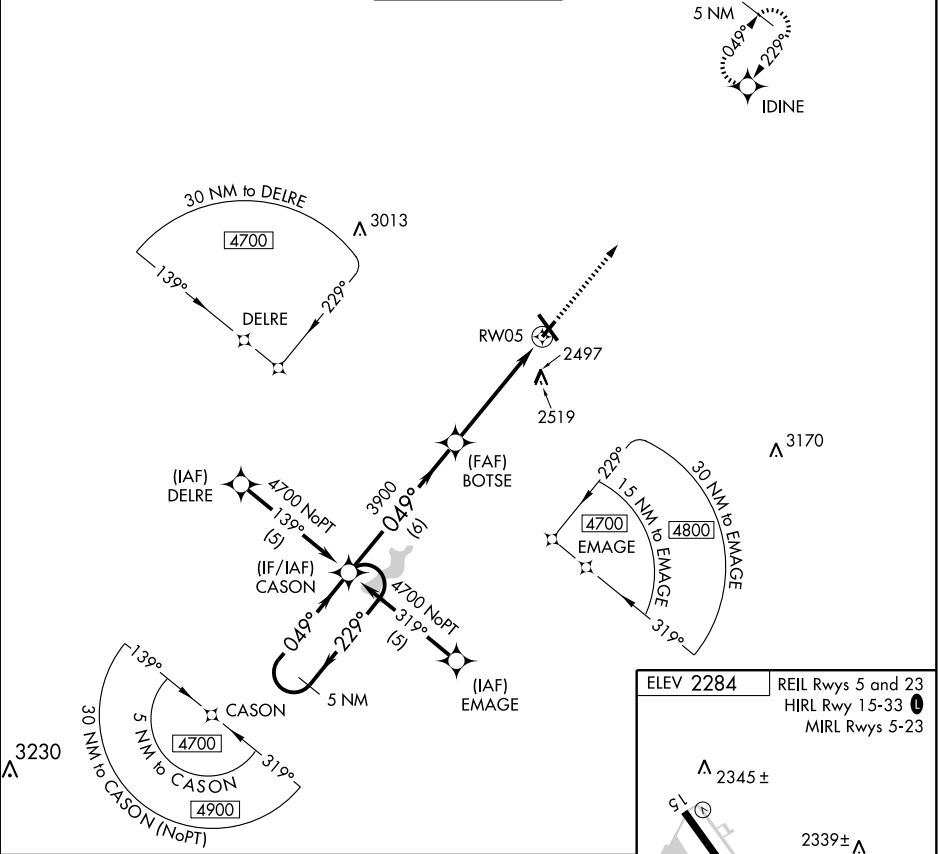
TAKE-OFF RUNWAY 15: Turn left heading 015° to intercept JST R-048,
Thence

TAKE-OFF RUNWAY 23: Turn right heading 070° to intercept JST R-048,
Thence

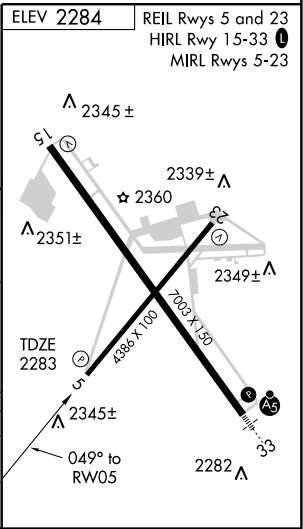
TAKE-OFF RUNWAY 33: Turn right heading 090° to intercept JST R-048,
Thence

. . . . via JST R-048 to cross LILLI INT at or above 5000 Thence
via (assigned route).

| | | | | |
|--|---------------------------------|---|------------------|------------------|
| DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. | | MISSED APPROACH: Climb to 4800 direct IDINE and hold. | | |
| ATIS 118.325 | CLEVELAND CENTER 121.2 299.2 | JOHNSTOWN TOWER ★ 125.75 (CTAF) 0 | GND CON 121.6 | UNICOM 122.95 |



| CATEGORY | A | B | C | D |
|----------|--------------------|--------------------|----------------------|----------------------|
| LNAV MDA | 2640-1 357 (400-1) | | | 2640-1¼ 357 (400-1¼) |
| CIRCLING | 2660-1 376 (400-1) | 2740-1 456 (500-1) | 2880-1½ 596 (600-1½) | 2880-2 596 (600-2) |

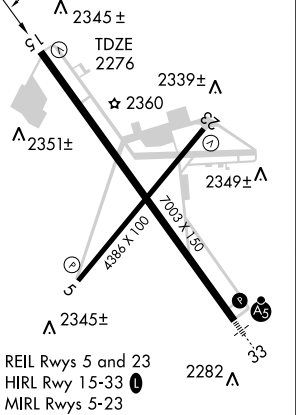
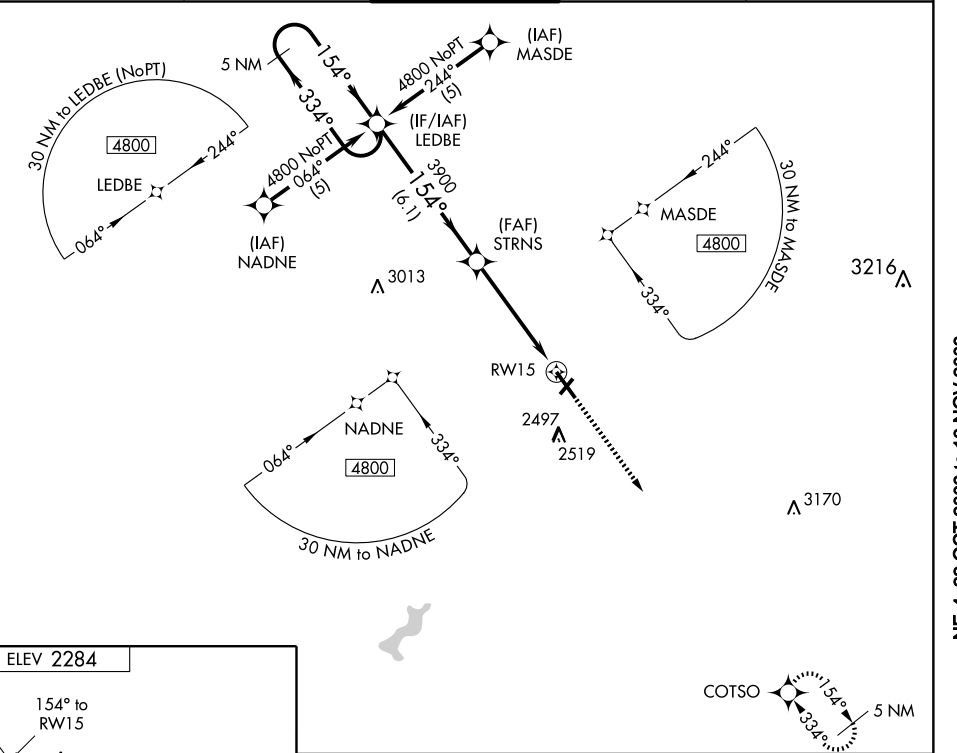


▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4900 direct COTSO and hold.

| | | | | |
|-----------------|---------------------------------|--------------------------------------|------------------|------------------|
| ATIS 118.325 | CLEVELAND CENTER 121.2 299.2 | JOHNSTOWN TOWER ★ 125.75 (CTAF) 0 | GND CON 121.6 | UNICOM 122.95 |
|-----------------|---------------------------------|--------------------------------------|------------------|------------------|



| | | | | | |
|----------------------|-----------------------|-----------------------|-------------------------|-----------------------|-------------------------|
| 5 NM Holding Pattern | | LED BE | STR NS | 4900 | COT SO |
| 4800 | | 334° | 154° | 4900 | COT SO |
| GS 3.00° | | TCH 52 | 3900 | *0.9 NM to RW15 | *LNAV only |
| | | 6.1 NM | 4 NM | 0.9 | |
| CATEGORY | A | B | C | D | |
| LPV DA | 2526-¾ | | 250 (300-¾) | | |
| LNAV/VNAV DA | 2595-1 | | 319 (400-1) | | |
| LNAV MDA | 2620-1 | | 344 (400-1) | | 2620-1¼ 344 (400-1¼) |
| CIRCLING | 2660-1 376 (400-1) | 2740-1 456 (500-1) | 2880-1½ 596 (600-1½) | 2880-2 596 (600-2) | |

NE-4: 22 OCT 2009 to 19 NOV 2009

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4386 |
| 229° | TDZE | 2284 |
| | Apt Elev | 2284 |

RNAV (GPS) RWY 23
JOHNSTOWN /JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

RNAV (GPS) RWY 23

T DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

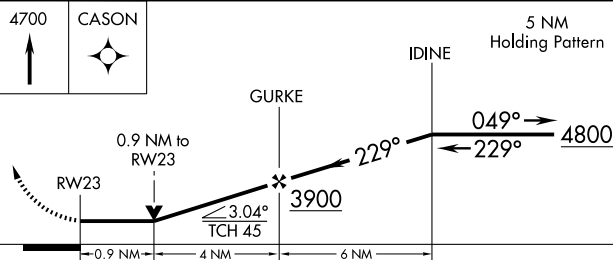
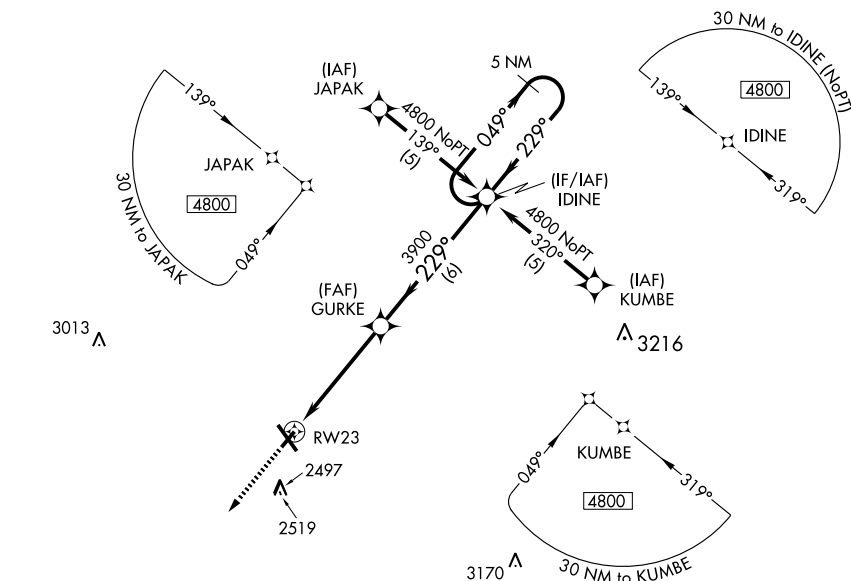
MISSED APPROACH: Climb to 4700 direct CASON and hold.

ATIS
118.325

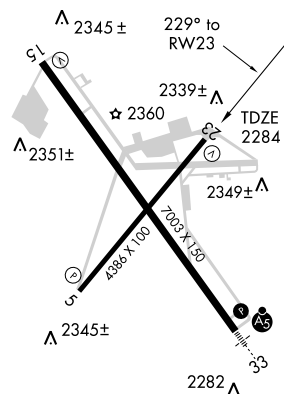
CLEVELAND CENTER
121.2 299.2

JOHNSTOWN TOWER
125.75 (CTAF) **L**

GND CON
121.6

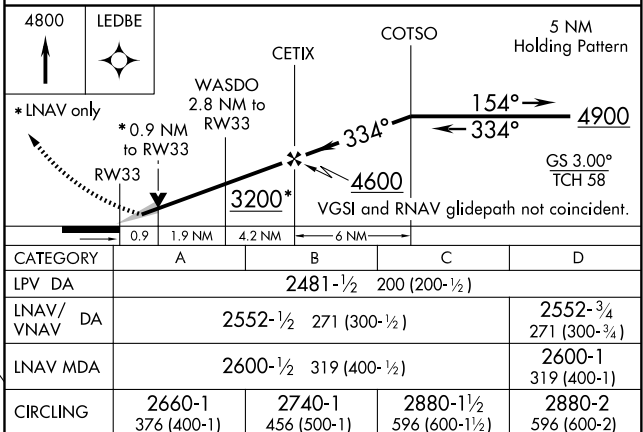
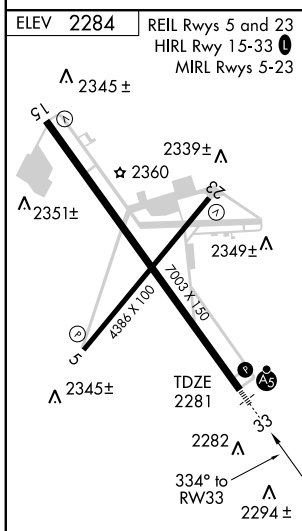
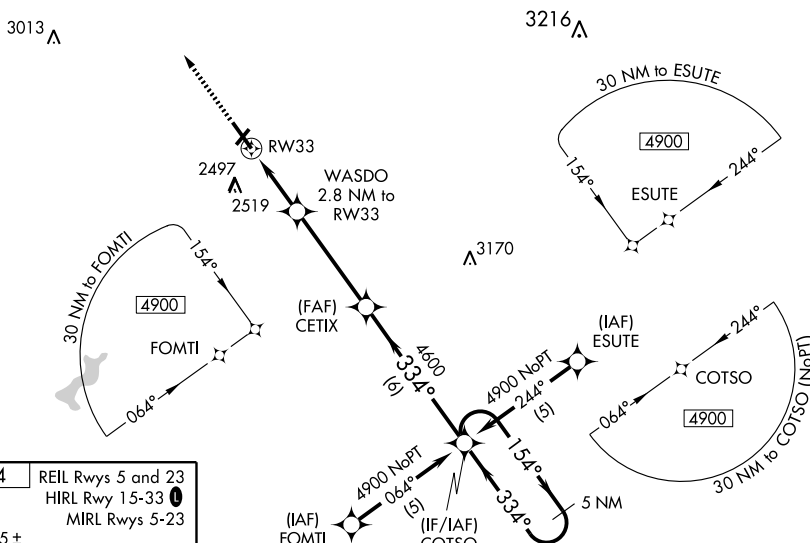
UNICOM
122.95

| | |
|-----------|---|
| ELEV 2284 | REIL Rwys 5 and 23 HIRL Rwy 15-33 L MIRL Rwys 5-23 |
|-----------|---|



| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|-------------------------|-----------------------|
| LNAV MDA | 2600-1 316 (400-1) | | | |
| CIRCLING | 2660-1 376 (400-1) | 2740-1 456 (500-1) | 2880-1½ 596 (600-1½) | 2880-2 596 (600-2) |

| | | | | |
|------------------------|--|---|-------------------------|-------------------------|
| ATIS 118.325 | CLEVELAND CENTER 121.2 299.2 | JOHNSTOWN TOWER * 125.75 (CTAF) 0 | GND CON 121.6 | UNICOM 122.95 |
|------------------------|--|---|-------------------------|-------------------------|



VORTAC JST
113.0
Chan **77**

APCH CRS
144°

| | |
|-----------|-------------|
| Rwy Idg | 7003 |
| TDZE | 2276 |
| Arpt Elev | 2284 |

AL-898 [USAF]

JOHN MURTHA JOHNSTOWN-
CAMBRIA COUNTY (JST)



MISSED APPROACH: Climb to 3000, then climbing left turn to 4400 via JST R-324 to FOXAN/JST 10.6 DME and hold.

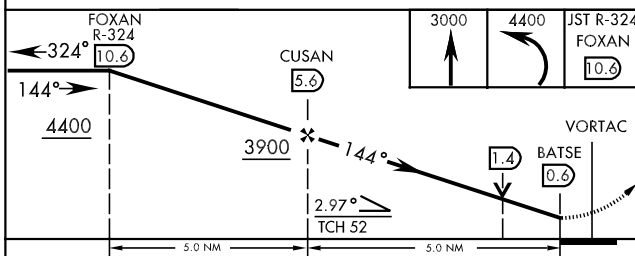
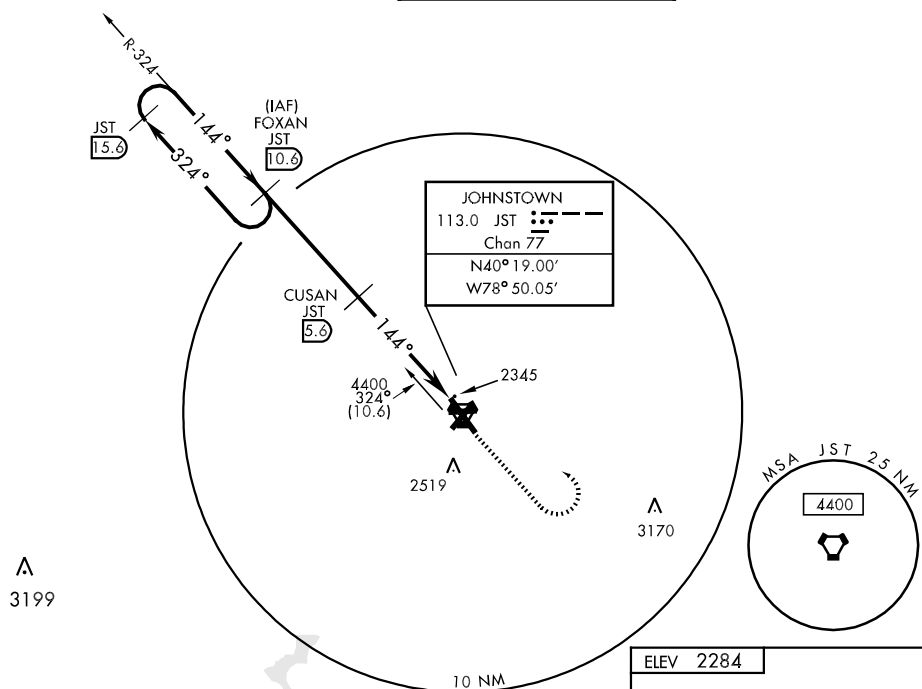
ATIS
118.325

CLEVELAND CENTER
121.2 299.2

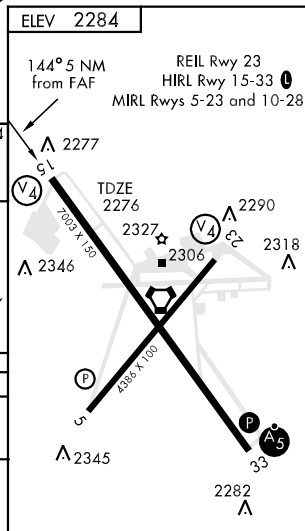
JOHNSTOWN TOWER ★
125.75 253.5 (CTAF) (C)

GND CON
121.6

ASOS
118.325



| CATEGORY | A | B | C | D |
|----------|--|--------------------------|----------------------------|--------------------------|
| S-15 | 2600-1 324 (400-1) | | | |
| CIRCLING | 2660-1 376 (400-1) | 2740-1 456 (500-1) | 2880-1½ 596 (600-1½) | 2880-2 596 (600-2) |



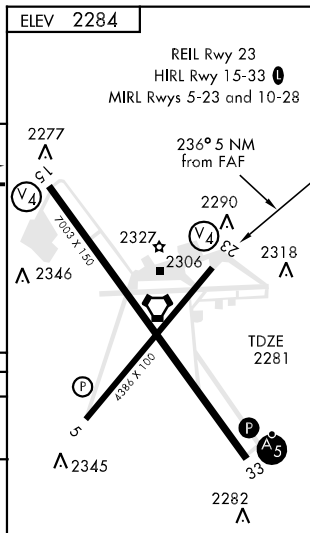
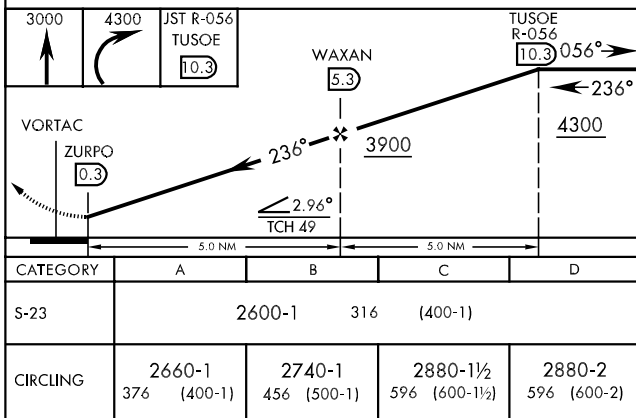
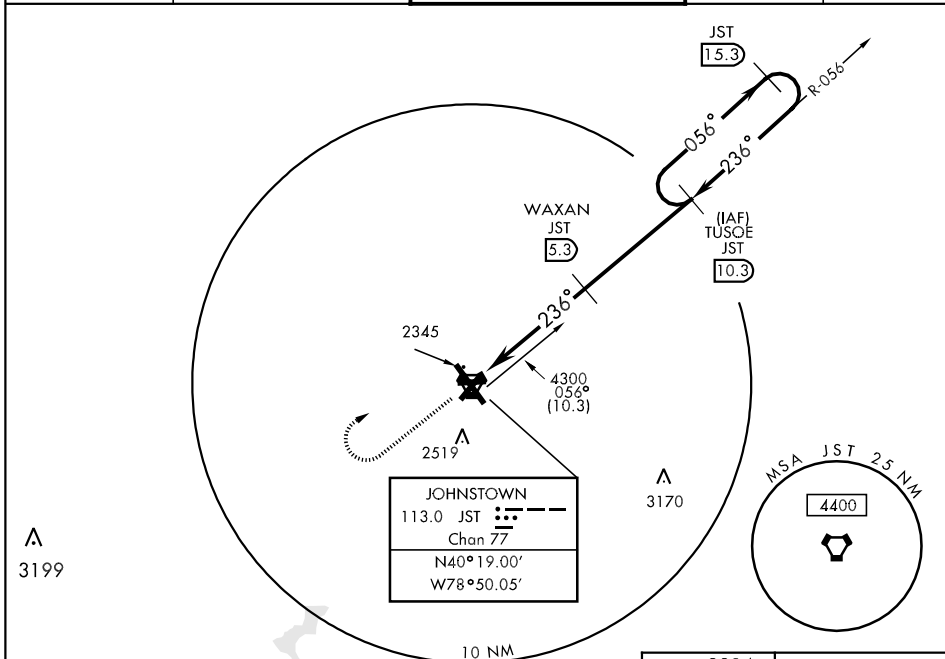
| | | |
|--|-------------------------|--|
| VORTAC JST 113.0 Chan 77 | APCH CRS 236° | Rwy Idg 4507 TDZE 2281 Arpt Elev 2284 |
|--|-------------------------|--|

AL-898 [USAF]

JOHN MURTHA JOHNSTOWN-
CAMBRIA COUNTY (JST)

MISSED APPROACH: Climb to 3000, then climbing right turn to 4300 via JST R-056 to TUSOE/JST 10.3 DME and hold.

| | | | | |
|------------------------|--|--|-------------------------|------------------------|
| ATIS 118.325 | CLEVELAND CENTER 121.2 299.2 | JOHNSTOWN TOWER ★ 125.75 253.5 (CTAF) 0 | GND CON 121.6 | ASOS 118.325 |
|------------------------|--|--|-------------------------|------------------------|





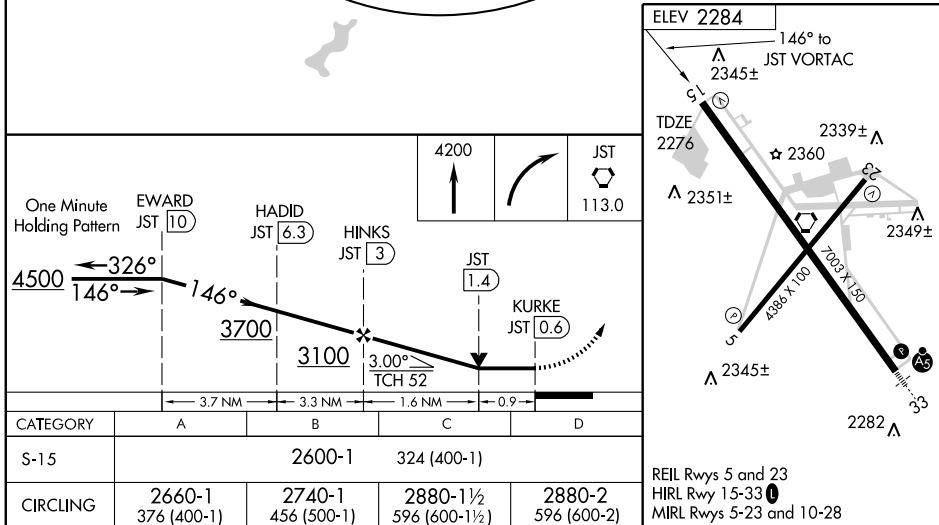
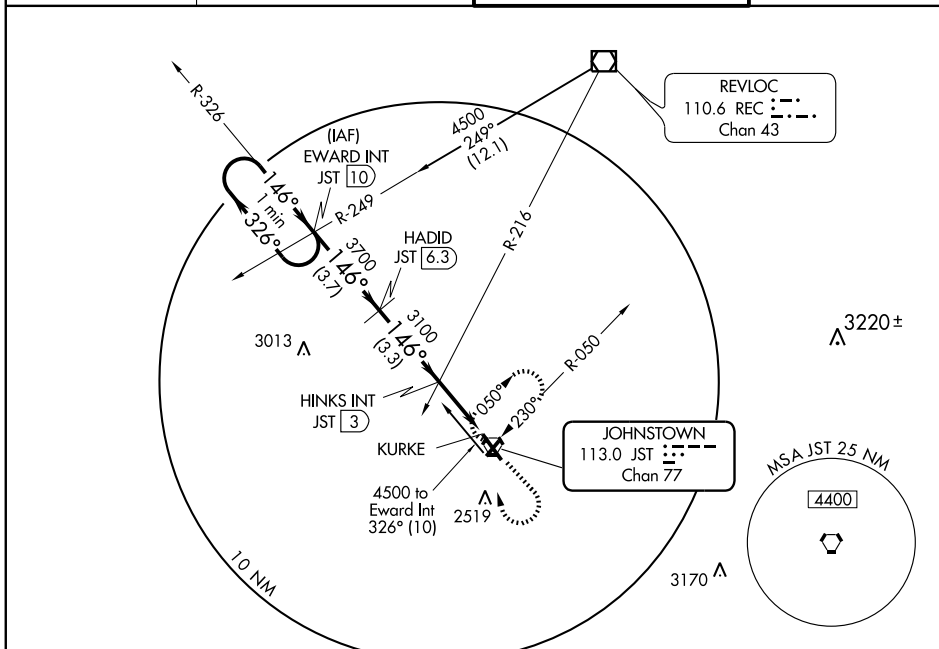
| | | |
|--|------------------------|--|
| VORTAC JST 113.0 Chan 77 | APP CRS 146° | Rwy Idg TDZE Apt Elev 7003 2276 2284 |
|--|------------------------|--|

JOHNSTOWN /

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

VOR/DME RWY 15

| | | | |
|---|--|---|-------------------------|
|  | | MISSED APPROACH: Climb to 4200 then right turn direct JST VORTAC and hold. | |
| ATIS 118.325 | CLEVELAND CENTER 121.2 299.2 | JOHNSTOWN TOWER ★ 125.75 (CTAF)  | GND CON 121.6 |



| | | | |
|--|------------------------|-----------------------------|---|
| VORTAC JST 113.0 Chan 77 | APP CRS 230° | Rwy Idg TDZE Apt Elev | 4386 2284 2284 |
|--|------------------------|-----------------------------|---|

JOHNSTOWN /

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

VOR/DME RWY 23

T Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 then climbing left turn to 4500 direct JST VORTAC and hold.

ATIS
118.325

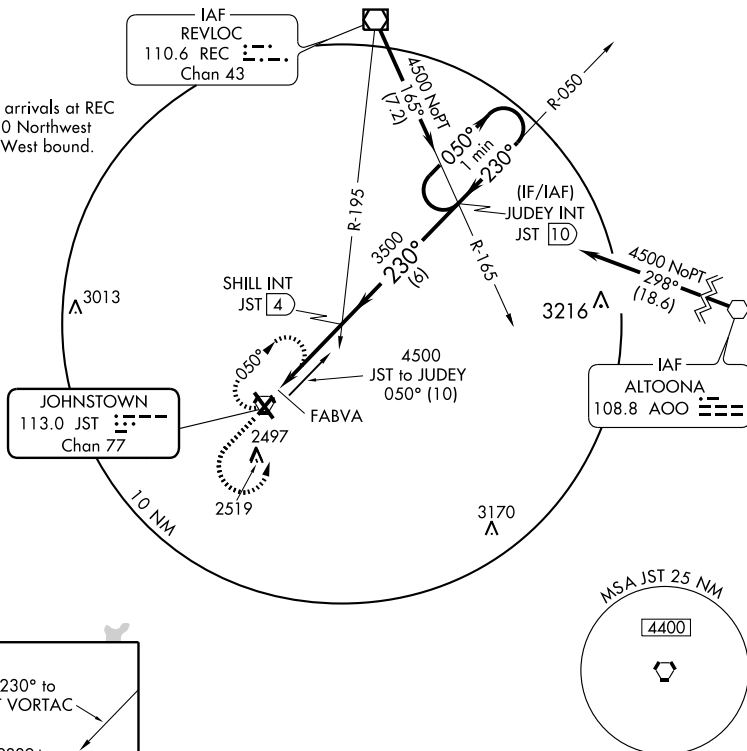
CLEVELAND CENTER
121.2 299.2

JOHNSTOWN TOWER ★
125.75 (CTAF)

GND CON
121.6

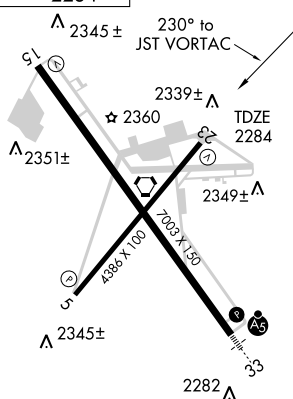
UNICOM
122.95

Procedure NA for arrivals at REC
VOR/DME via V10 Northwest
bound and V210 West bound.



NE-4. 22 OCT 2009 to 19 NOV 2009

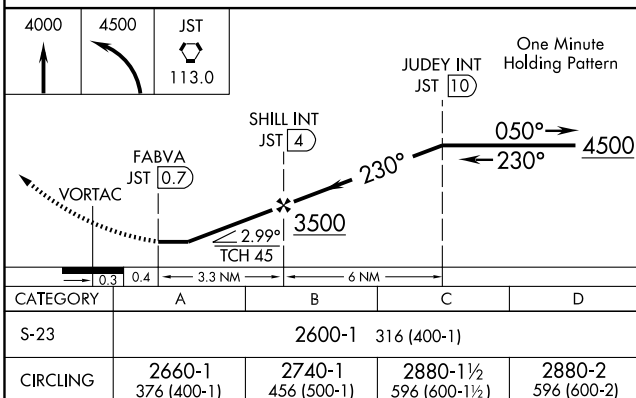
ELEV 2284



REIL Rwys 5 and 23

HIRL Rwy 15-33 **L**

MIRL Rwy 5-23



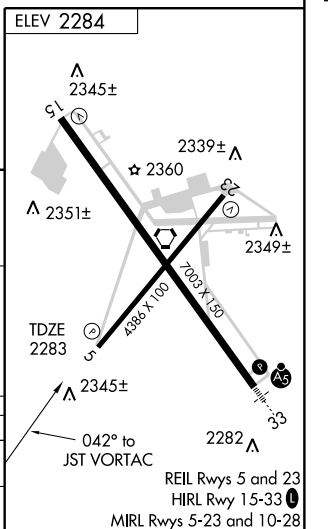
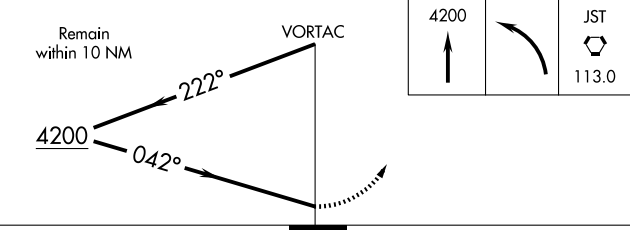
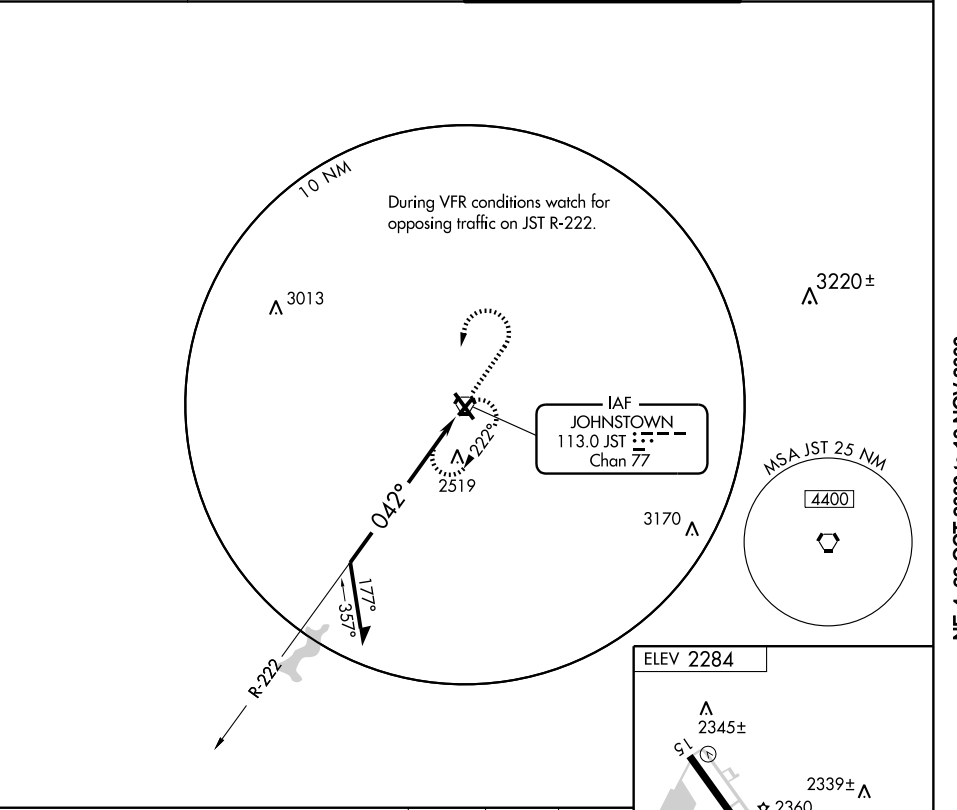
▼

▲

If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 280 feet.

MISSED APPROACH: Climb to 4200 then left turn direct JST VORTAC and hold.

| | | | |
|-----------------|---------------------------------|--------------------------------------|------------------|
| ATIS 118.325 | CLEVELAND CENTER 121.2 299.2 | JOHNSTOWN TOWER ★ 125.75 (CTAF) 0 | GND CON 121.6 |
|-----------------|---------------------------------|--------------------------------------|------------------|

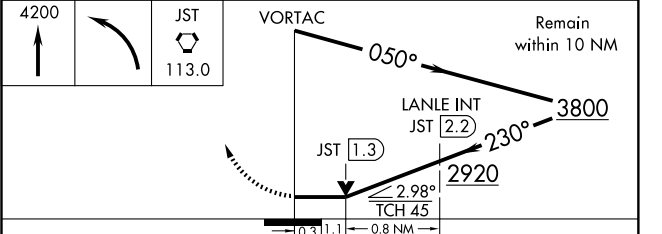
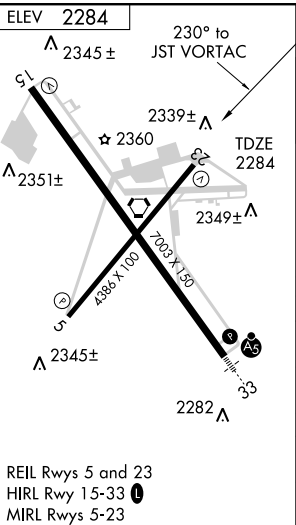
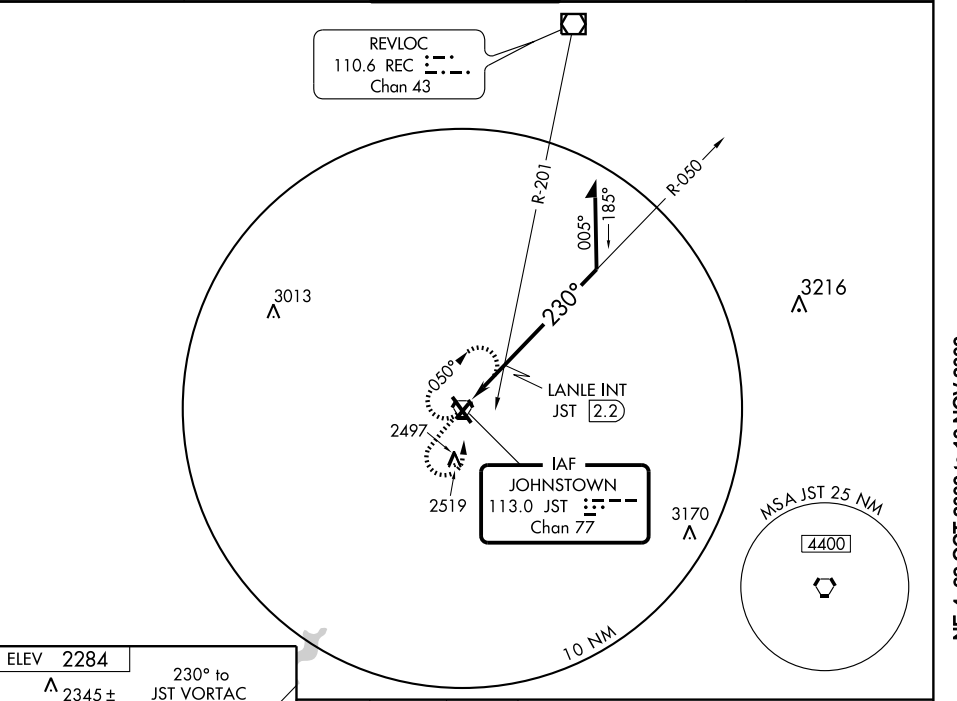


| CATEGORY | A | B | C | D |
|----------|--------------------|---|----------------------|----------------------|
| S-5 | 2880-1 597 (600-1) | | 2880-1½ 597 (600-1½) | 2880-1¾ 597 (600-1¾) |
| CIRCLING | 2880-1 596 (600-1) | | 2880-1½ 596 (600-1½) | 2880-2 596 (600-2) |

Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4200 then left turn direct JST VORTAC and hold.

| | | | | |
|-----------------|---------------------------------|--------------------------------------|------------------|------------------|
| ATIS 118.325 | CLEVELAND CENTER 121.2 299.2 | JOHNSTOWN TOWER ★ 125.75 (CTAF) 0 | GND CON 121.6 | UNICOM 122.95 |
|-----------------|---------------------------------|--------------------------------------|------------------|------------------|



| CATEGORY | A | B | C | D |
|--------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| S-23 | 2920-1 | 636 (700-1) | 2920-1¾ 636 (700-1¾) | 2920-2 636 (700-2) |
| CIRCLING | 2920-1 | 636 (700-1) | 2920-1¾ 636 (700-1¾) | 2920-2 636 (700-2) |
| LANLE FIX MINIMUMS | | | | |
| S-23 | 2660-1 376 (400-1) | | | 2660-1¼ 376 (400-1¼) |
| CIRCLING | 2660-1 376 (400-1) | 2740-1 456 (500-1) | 2880-1½ 596 (600-1½) | 2880-2 596 (600-2) |

NE-4, 22 OCT 2009 to 19 NOV 2009

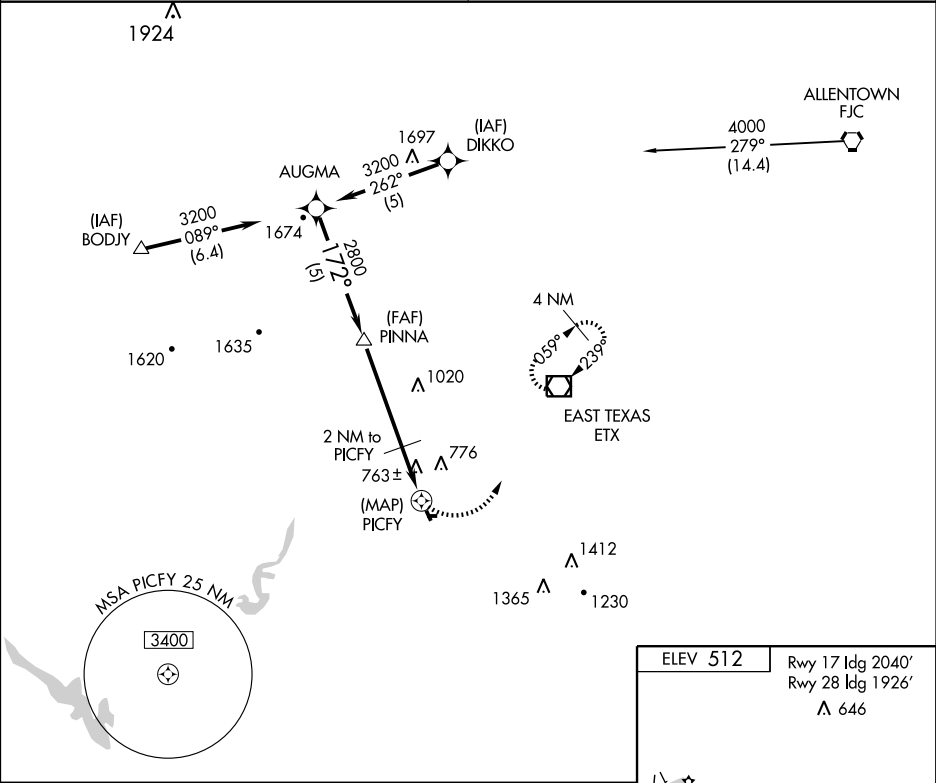
RNAV (GPS)-A
KUTZTOWN (N31)

| | | |
|-----------------|-----------------------------|-------------------|
| APP CRS 172° | Rwy ldg TDZE Apt Elev | N/A N/A 512 |
|-----------------|-----------------------------|-------------------|

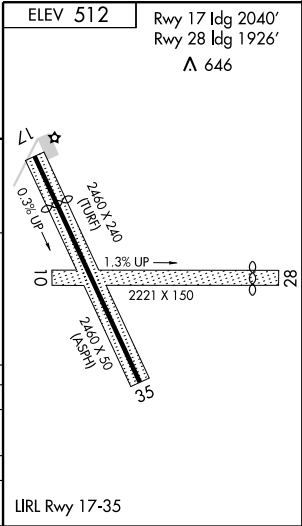
Obtain local altimeter setting on CTAF; when not received use Allentown/Lehigh Valley Intl altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct ETX VOR/DME and hold.

| | |
|----------------------------------|------------------------|
| ALLENTOWN APP CON 118.2 397.9 | UNICOM 123.0 (CTAF) |
|----------------------------------|------------------------|



| | | | | | | |
|---|--|--|--|--|---------------|-------|
| AUGMA | | | | | 3000 | ETX |
| 3200 | | | | | 2800 | 1400 |
| Procedure Turn NA | | | | | | |
| PINNA | | | | | 2 NM to PICFY | PICFY |
| 5 NM | | | | | 4.1 NM | 2 NM |
| CATEGORY | | | | | D | |
| CIRCLING | | | | | NA | |
| ALLENTOWN/LEHIGH VALLEY INTL ALTIMETER SETTING MINIMUMS | | | | | | |
| CIRCLING | | | | | NA | |



| | | | |
|-------------|---------|----------|-----|
| VOR/DME ETX | APP CRS | Rwy Idg | N/A |
| 110.2 | 234° | TDZE | N/A |
| Chan 39 | | Apt Elev | 512 |

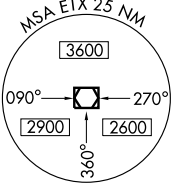
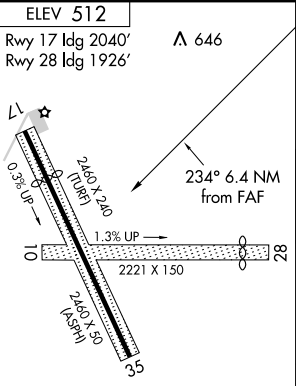
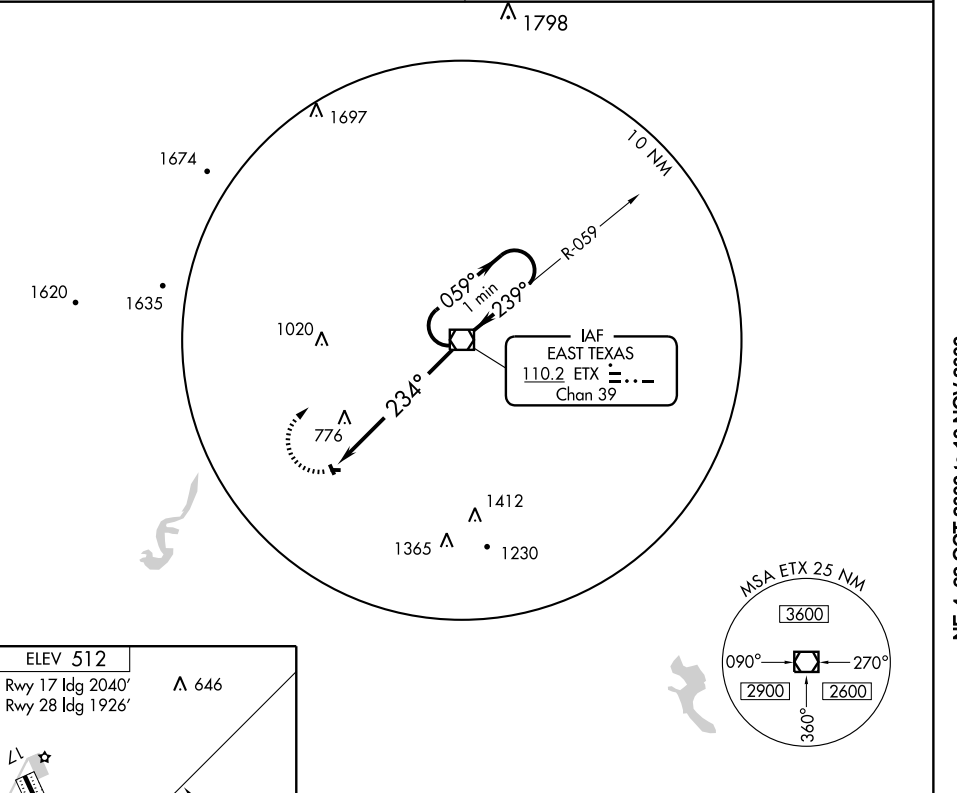
VOR-B
KUTZTOWN (N31)

Obtain local altimeter setting on CTAF; when not received use Allentown/Lehigh Valley Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct ETX VOR/DME and hold.

ALLENTOWN APP CON
118.2 397.9

UNICOM
123.0 (CTAF)

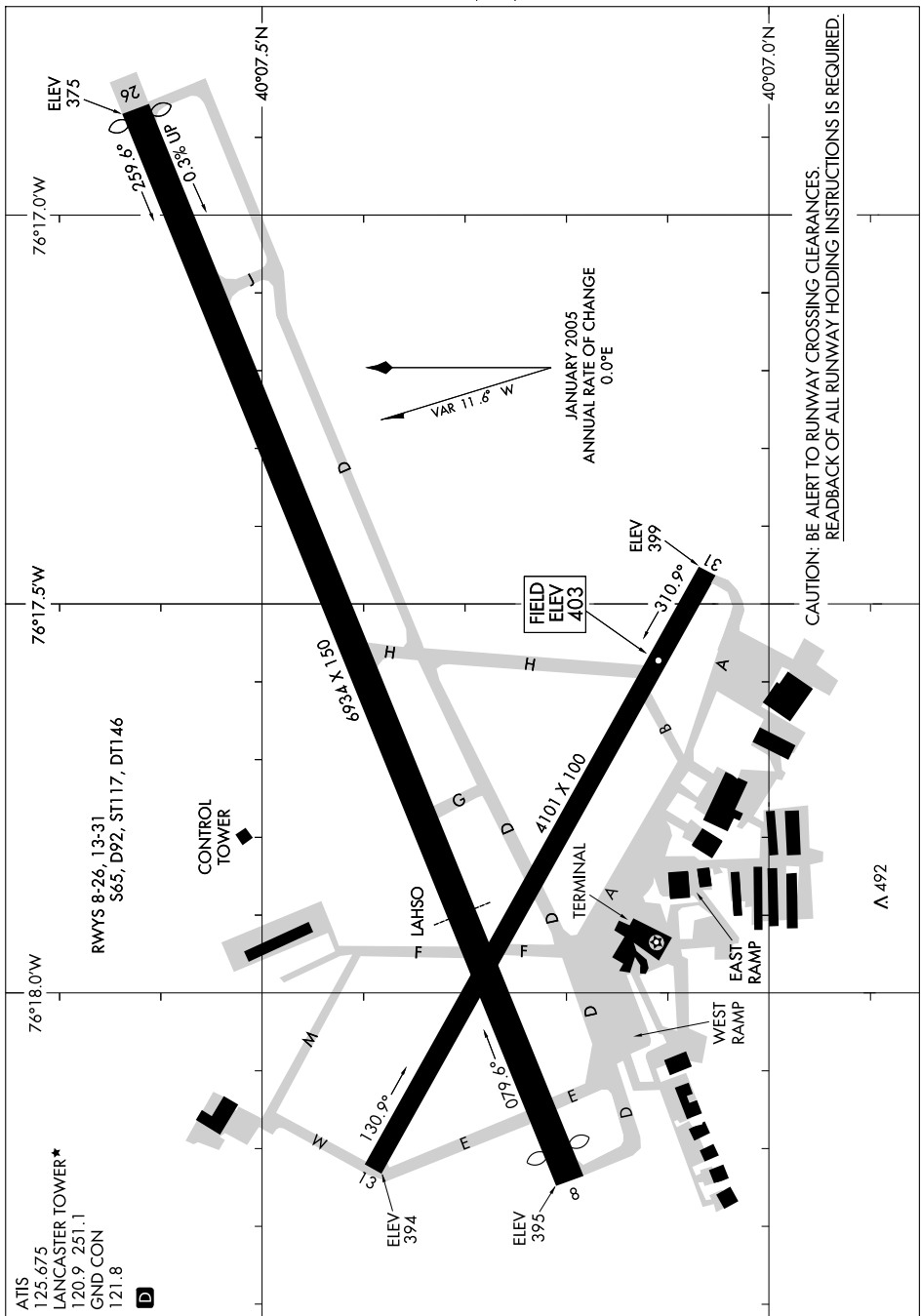


| | | | | | | | | |
|----------------|-------------------|-----------------------|------|------|---|------|--|--|
| LIRL Rwy 17-35 | FAF to MAP 6.4 NM | | | | ALLENTOWN/LEHIGH VALLEY INTL ALTIMETER SETTING MINIMUMS | | | |
| | Knots | 60 | 90 | 120 | 150 | 180 | | |
| | Min:Sec | 6:24 | 4:16 | 3:12 | 2:34 | 2:08 | | |
| | CIRCLING | 1200-1 688 (700-1) | | | | NA | | |
| | CIRCLING | 1260-1 748 (800-1) | | | | NA | | |

AIRPORT DIAGRAM

AL-927 (FAA)

LANCASTER (LNS)
LANCASTER, PENNSYLVANIA



| | | | |
|-----------|---------|----------|------|
| LOC I-LNS | APP CRS | Rwy ldg | 6275 |
| 108.7 | 077° | TDZE | 399 |
| | | Apt Elev | 403 |

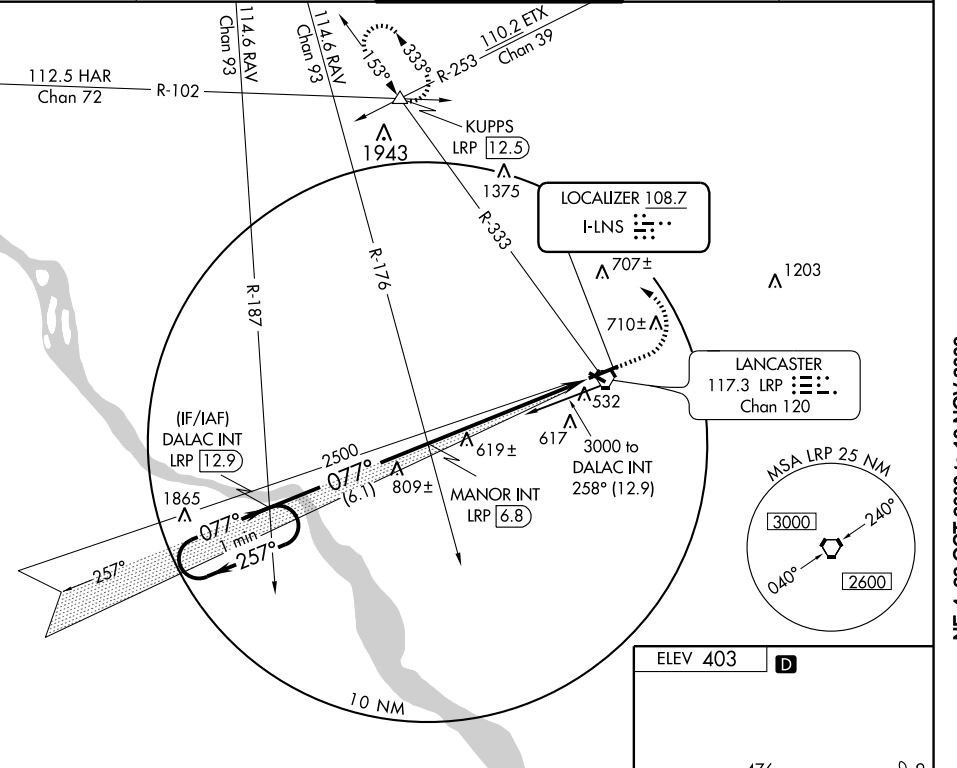
⚠

If local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DAs/MDAs 80 feet.

MALSR

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 via LRP R-333 to KUPPS INT/LRP 12.5 DME and hold.

| | | | | |
|-----------------|--------------------------------------|---|------------------|------------------|
| ATIS 125.675 | HARRISBURG APP CON 126.45 281.525 | LANCASTER TOWER ★ 120.9 (CTAF) 0 251.1 | GND CON 121.8 | UNICOM 122.95 |
|-----------------|--------------------------------------|---|------------------|------------------|



One Minute Holding Pattern

DALAC INT LRP 12.9

MANOR INT LRP 6.8

1200

3000

KUPPS

3000 ← 257°

077° →

2500

2461

6.1 NM

6.3 NM

VORTAC

GS 3.00°

TCH 33*

* at Disp Thld

45 at Rwy end

| CATEGORY | A | B | C | D |
|----------|-------------------|---|---------------------|----------------------|
| S-ILS 8 | 599-½ 200 (200-½) | | | |
| S-LOC 8 | 900-½ 501 (500-½) | | 900-1 501 (500-1) | |
| CIRCLING | 920-1 517 (600-1) | | 920-1½ 517 (600-1½) | 1080-2¼ 677 (700-2¼) |

ELEV 403

D

REIL Rwy 31

HIRL Rwy 8-26

MIRL Rwy 13-31

FAF to MAP 6.3 NM

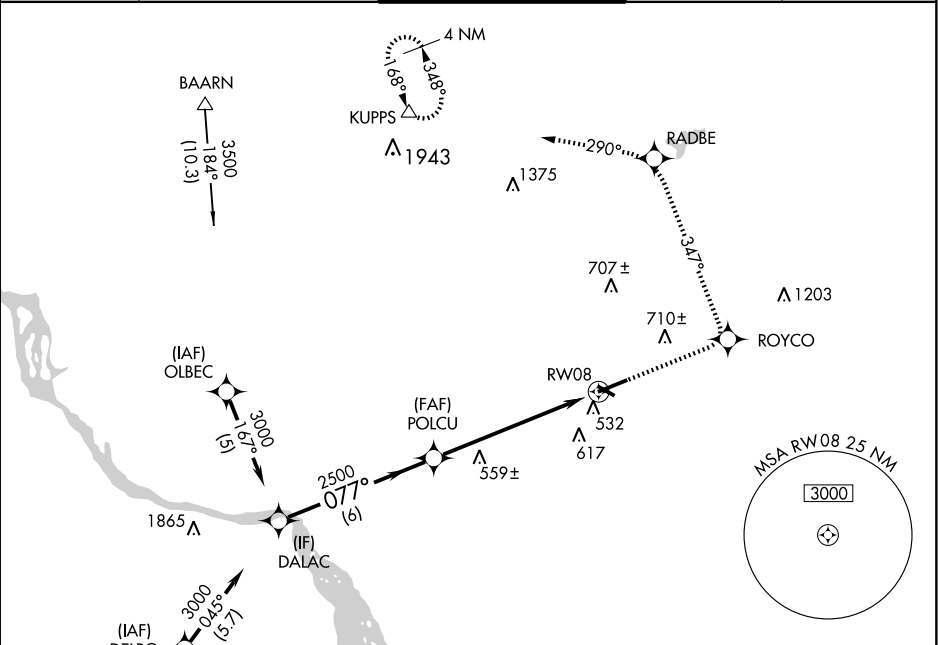
| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:18 | 4:12 | 3:09 | 2:31 | 2:06 |

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 6275 |
| 077° | TDZE | 399 |
| | Apt Elev | 403 |

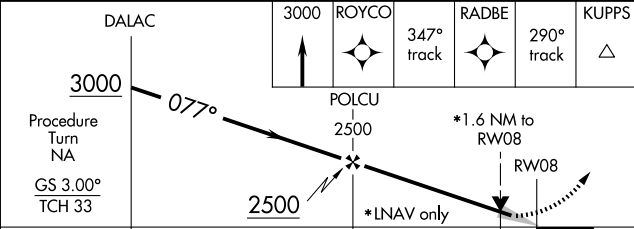
RNAV (GPS) RWY 8
LANCASTER (LNS)

| | | |
|---|--|---|
| <div><div></div><div></div></div> <div>For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.</div> | <div>MALSR</div> <div><div></div><div></div></div> | MISSED APPROACH: Climb to 3000 direct ROYCO and via 347° track to RADBE and via 290° track to KUPPS and hold. |
|---|--|---|

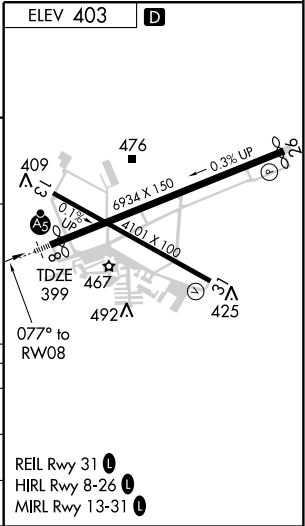
| | | | | |
|-----------------|--------------------------------------|---|------------------|------------------|
| ATIS 125.675 | HARRISBURG APP CON 126.45 281.525 | LANCASTER TOWER ★ 120.9 (CTAF) 251.1 | GND CON 121.8 | UNICOM 122.95 |
|-----------------|--------------------------------------|---|------------------|------------------|



Procedure NA for arrivals at DELRO via V184-474 westbound and V39-143 southwest bound.



| | | | | |
|--------------|---------------------|---------------------|----------------------|---|
| CATEGORY | A | B | C | D |
| LNAV/VNAV DA | 860-1¼ 461 (500-1¼) | | | |
| LNAV MDA | 940-½ 541 (600-½) | 940-1 541 (600-1) | 940-1¼ 541 (600-1¼) | |
| CIRCLING | 940-1 537 (600-1) | 940-1½ 537 (600-1½) | 1080-2¼ 677 (700-2¼) | |



| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 5775 |
| 257° | TDZE | 387 |
| | Apt Elev | 403 |

RNAV (GPS) RWY 26
LANCASTER (LNS)

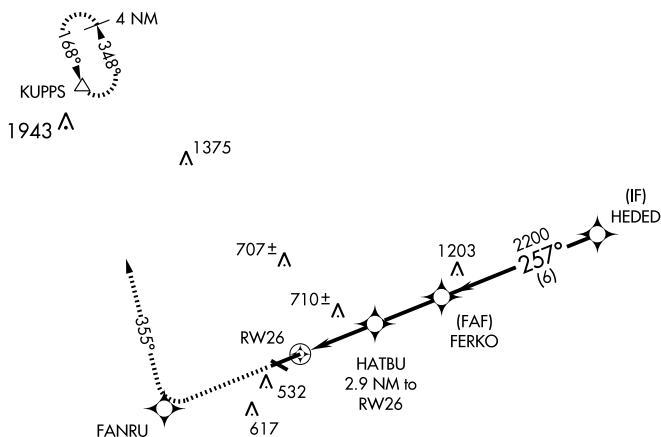
T DME/DME RNP-0.3 NA.

A When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet and LNAV and Circling Cat C and D visibility ¼ mile.
VDP NA when using Harrisburg Intl altimeter setting.

MISSED APPROACH: Climb to 3000
direct FANRU and right turn via 355°
track to KUPPS and hold.

| | | | | |
|---------|--------------------|----------------------|---------|--------|
| ATIS | HARRISBURG APP CON | LANCASTER TOWER★ | GND CON | UNICOM |
| 125.675 | 126.45 281.525 | 120.9 (CTAF) 0 251.1 | 121.8 | 122.95 |

RADAR REQUIRED

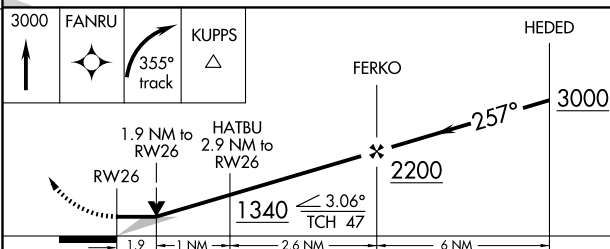
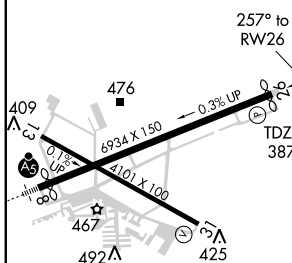


MSA RW26 25 NM

3000

ELEV 403

D



| CATEGORY | A | B | C | D |
|----------|--------------------|---|--|--|
| LNAV MDA | 1020-1 633 (700-1) | | 1020-1 $\frac{3}{4}$ 633 (700-1 $\frac{3}{4}$) | 1020-2 633 (700-2) |
| CIRCLING | 1020-1 617 (700-1) | | 1020-1 $\frac{3}{4}$ 617 (700-1 $\frac{3}{4}$) | 1080-2 $\frac{1}{4}$ 677 (700-2 $\frac{1}{4}$) |

NE-4. 22 OCT 2009 to 19 NOV 2009

REIL Rwy 31 **L**
HIRL Rwy 8-26 **L**
MIRL Rwy 13-31 **L**

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4102 |
| 308° | TDZE | 403 |
| | Apt Elev | 403 |

RNAV (GPS) RWY 31
LANCASTER (LNS)

T GPS or RNP-0.3 required.
A_{NA} DME/DME RNP-0.3 NA.

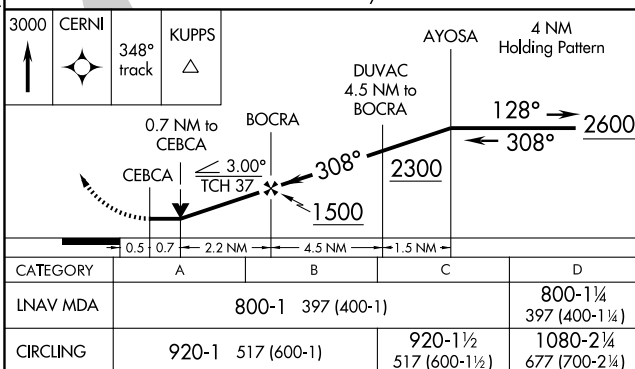
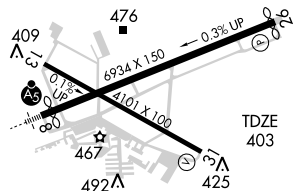
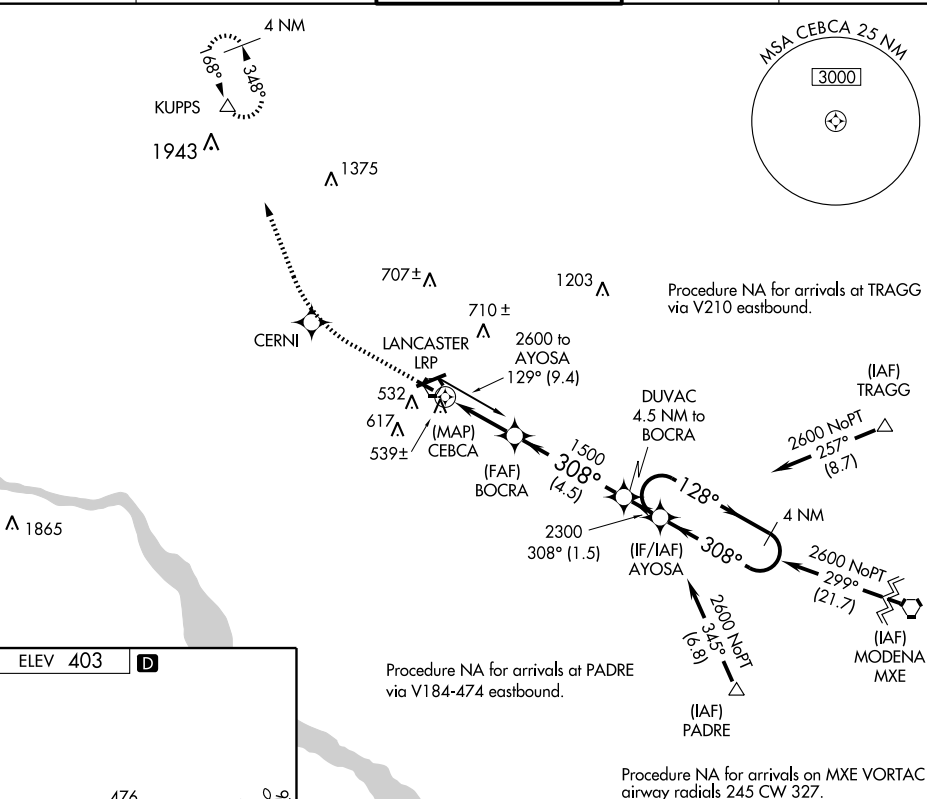
MISSED APPROACH: Climb to 3000 direct CERNI WP and via 348° track to KUPPS WP and hold.

ATIS
125.675

HARRISBURG APP CON
126.45 281.525

LANCASTER TOWER ★
120.9 (CTAF) **L** 251.1

GND CON
121.8

UNICOM
122.95

NE-4. 22 OCT 2009 to 19 NOV 2009

REIL Rwy 31 **L**
HIRL Rwy 8-26 **L**
MIRL Rwy 13-31 **L**

VOR/DME RWY 8

LANCASTER (LNS)

| | | |
|---|------------------------|---|
| VORTAC LRP 117.3 Chan 120 | APP CRS 089° | Rwy Idg 6275 TDZE 399 Apt Elev 403 |
|---|------------------------|---|

▲ For inoperative MALS, increase Cat D visibility to 1 ¼.

MALSR



MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 via LRP R-333 to KUPPS Int/RAV 17.3 DME and hold.

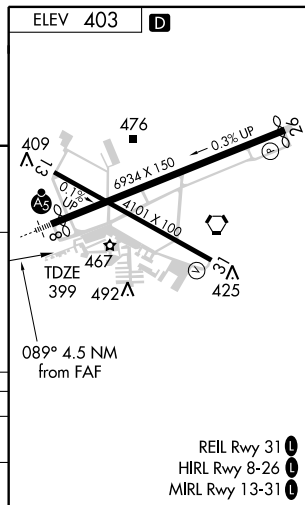
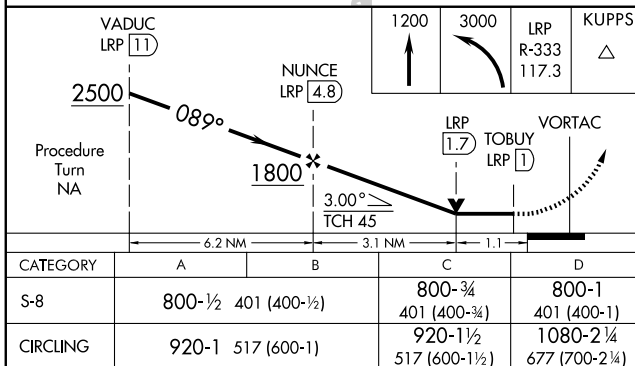
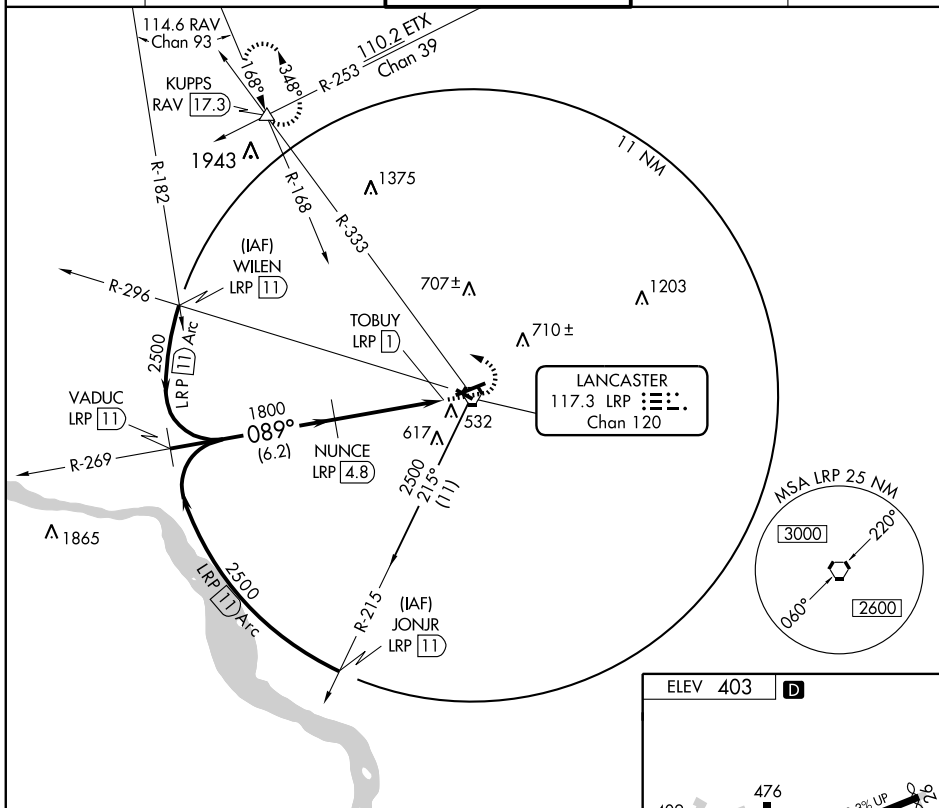
ATIS
125.675

HARRISBURG APP CON
126.45 281.525

LANCASTER TOWER ★
120.9 (CTAF) 251.1

GND CON
121.8

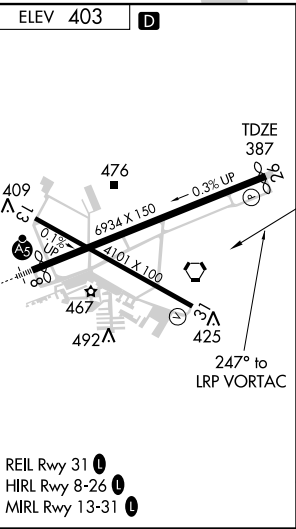
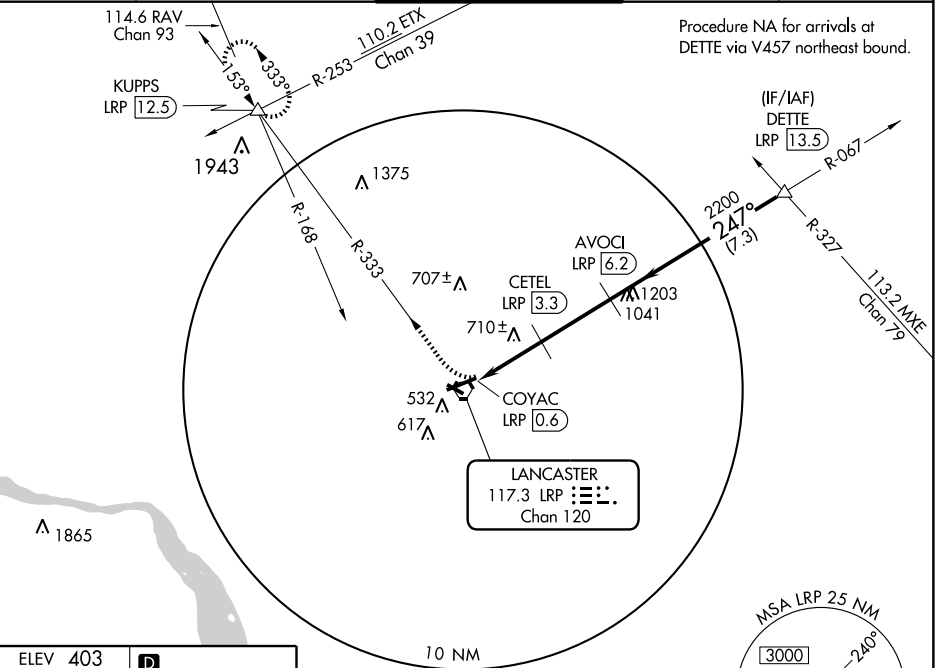
UNICOM
122.95



| | | | |
|------------|---------|----------|------|
| VORTAC LRP | APP CRS | Rwy Idg | 5775 |
| 117.3 | 247° | TDZE | 387 |
| Chan 120 | | Apt Elev | 403 |

VOR/DME RWY 26
LANCASTER (LNS)

| | | | |
|--|--------------------|--|---------|
| <p>Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet and S-26 and Circling Cats C and D visibility ¼ mile.</p> | | <p>MISSED APPROACH: Climbing right turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.</p> | |
| ATIS | HARRISBURG APP CON | LANCASTER TOWER ★ | GND CON |
| 125.675 | 126.45 281.525 | 120.9 (CTAF) 251.1 | 121.8 |
| | | | UNICOM |
| | | | 122.95 |



| | | | | | |
|----------|--------------------|----------------------|------------------------|------------------------|--|
| 3000 | | LRP R-333 | KUPPS | DETT | |
| 117.3 | | △ | | 13.5 | |
| CETEL | | 2200 | | 3000 | |
| LRP 3.3 | | 247° | | Procedure | |
| VORTAC | | 2200 | | Turn | |
| COYAC | | 2200 | | NA | |
| LRP 0.6 | | 2200 | | | |
| 2.7 NM | | 2.9 NM | | 7.3 NM | |
| CATEGORY | A | B | C | D | |
| S-26 | 1020-1 633 (700-1) | 1020-1 633 (700-1 ¾) | 1020-2 633 (700-2 ¾) | 1020-2 633 (700-2) | |
| CIRCLING | 1020-1 617 (700-1) | 1020-1 617 (700-1 ¾) | 1080-2 ¼ 677 (700-2 ¼) | 1080-2 ¼ 677 (700-2 ¼) | |

| | | |
|---|------------------------|---|
| VORTAC LRP 117.3 Chan 120 | APP CRS 319° | Rwy Idg 4102 TDZE 403 Apt Elev 403 |
|---|------------------------|---|

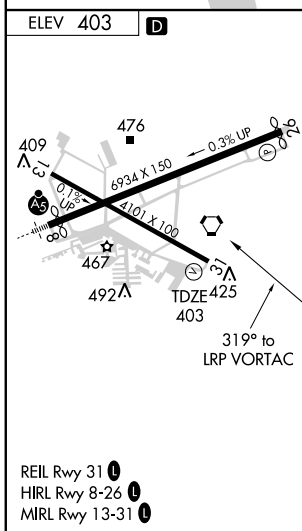
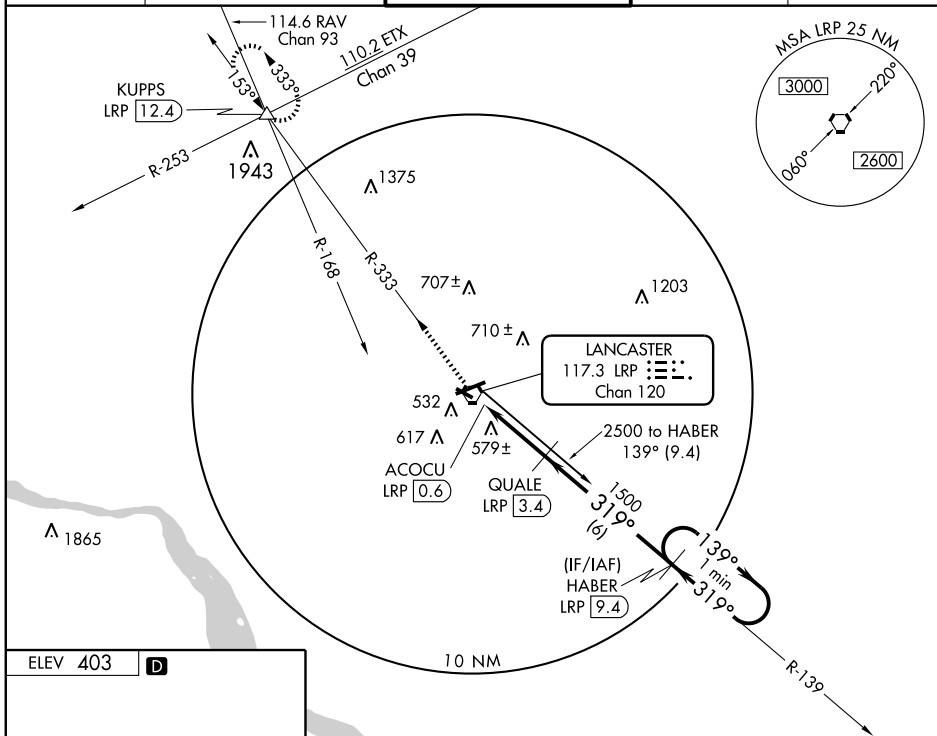
VOR/DME RWY 31

LANCASTER (LNS)

▽ If local altimeter setting not received, use Harrisburg
△ Intl altimeter setting and increase all MDAs 80 feet.
 VDP NA when using Harrisburg Intl altimeter setting.

MISSED APPROACH: Climb to 3000 via LRP
 R-333 to KUPPS INT/LRP 12 DME and hold.

| | | | | |
|------------------------|---|--|-------------------------|-------------------------|
| ATIS 125.675 | HARRISBURG APP CON 126.45 281.525 | LANCASTER TOWER ★ 120.9 (CTAF) 251.1 | GND CON 121.8 | UNICOM 122.95 |
|------------------------|---|--|-------------------------|-------------------------|



3000

↑

LRP

R-333

117.3

KUPPS

△

HABER

LRP

9.4

One Minute

Holding Pattern

QUALE

LRP

3.4

VORTAC

ACOCU

LRP

0.6

LRP

1.4

139° →

← 319°

2500

319°

1500

3.00°

TCH 37

0.6

0.7

2 NM

6 NM

| CATEGORY | A | B | C | D |
|----------|-------------------|---|------------------------|-------------------------|
| S-31 | 840-1 437 (500-1) | | 840-1¼ 437 (500-1¼) | 840-1½ 437 (500-1½) |
| CIRCLING | 920-1 517 (600-1) | | 920-1½ 517 (600-1½) | 1080-2¼ 677 (700-2¼) |

REIL Rwy 31 **1**
 HIRL Rwy 8-26 **1**
 MIRL Rwy 13-31 **1**

| | | | |
|-----------------|-------------|----------|-------------|
| VORTAC LRP | APP CRS | Rwy Idg | 6275 |
| 117.3 | 089° | TDZE | 399 |
| Chan 120 | | Apt Elev | 403 |

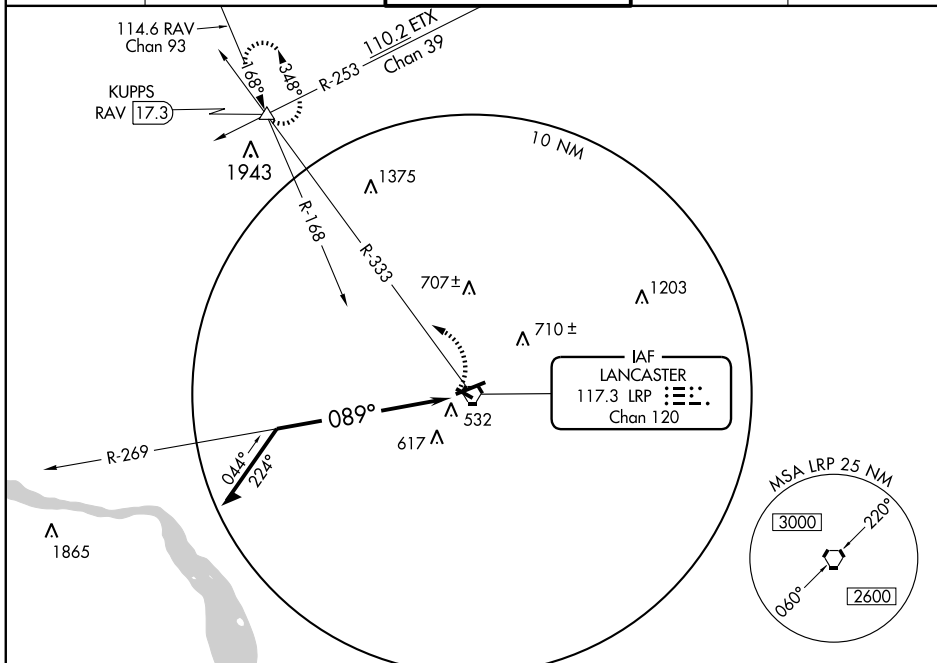


MALSR

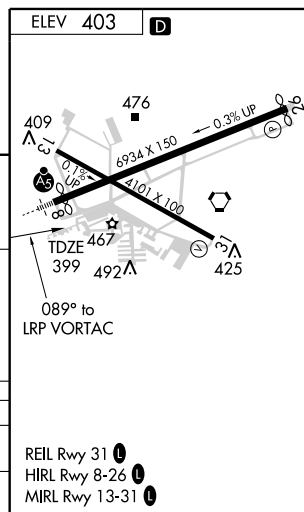


MISSED APPROACH: Climbing left turn to 3000 via LRP R-333 to KUPPS Int/RAV 17.3 DME and hold.

| | | | | |
|------------------------|---|--|-------------------------|-------------------------|
| ATIS 125.675 | HARRISBURG APP CON 126.45 281.525 | LANCASTER TOWER ★ 120.9 (CTAF) 251.1 | GND CON 121.8 | UNICOM 122.95 |
|------------------------|---|--|-------------------------|-------------------------|



| | | | | |
|---------------------|--------------------------|--------------------------|---------|----------------|
| Remain within 10 NM | | | | |
| VORTAC | | | | |
| 2900 | | | | |
| 269° | | | | |
| 089° | | | | |
| 3000 | | | | |
| LRP R-333 117.3 | | | | |
| KUPPS | | | | |
| CATEGORY | A | B | C | D |
| S-8 | 1400-¾ 1001 (1000-¾) | 1400-1 1001 (1000-1) | 1400-2½ | 1001 (1000-2½) |
| CIRCLING | 1400-1¼ 997 (1000-1¼) | 1400-1½ 997 (1000-1½) | 1400-3 | 997 (1000-3) |



AL-927 (FAA)

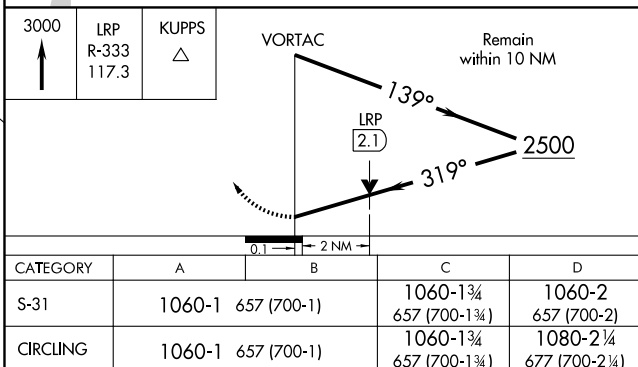
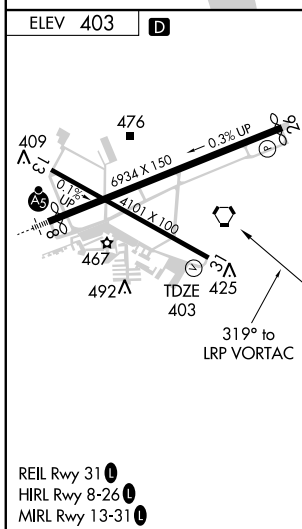
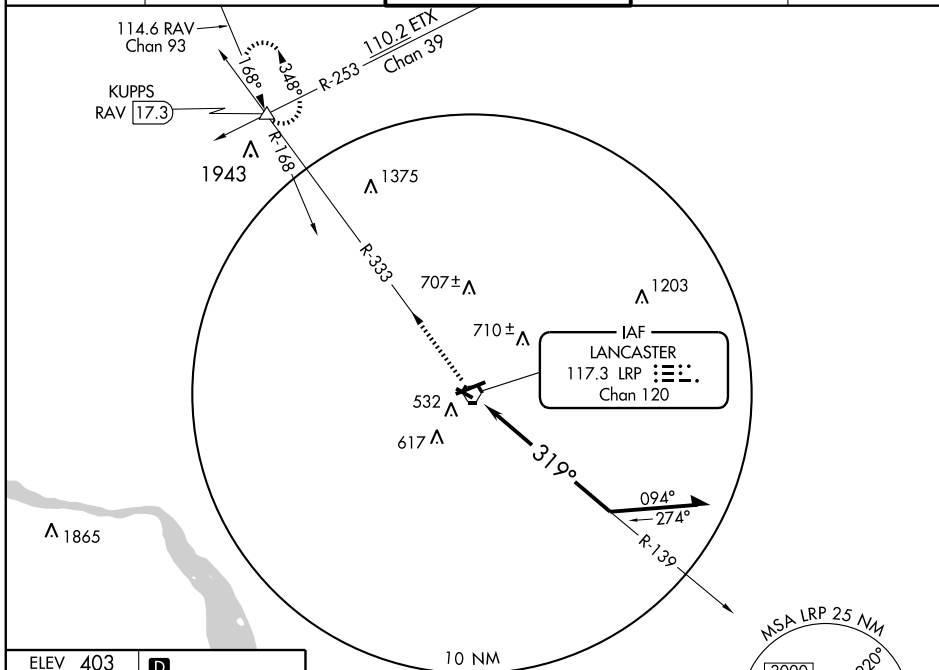
| | | |
|---|------------------------|---|
| VORTAC LRP 117.3 Chan 120 | APP CRS 319° | Rwy Idg 4102 TDZE 403 Apt Elev 403 |
|---|------------------------|---|

VOR RWY 31
LANCASTER (LNS)



MISSED APPROACH: Climb to 3000 via LRP R-333 to KUPPS Int/RAV 17.3 DME and hold.

| | | | | |
|------------------------|---|---|-------------------------|-------------------------|
| ATIS 125.675 | HARRISBURG APP CON 126.45 281.525 | LANCASTER TOWER★ 120.9 (CTAF) 0 251.1 | GND CON 121.8 | UNICOM 122.95 |
|------------------------|---|---|-------------------------|-------------------------|



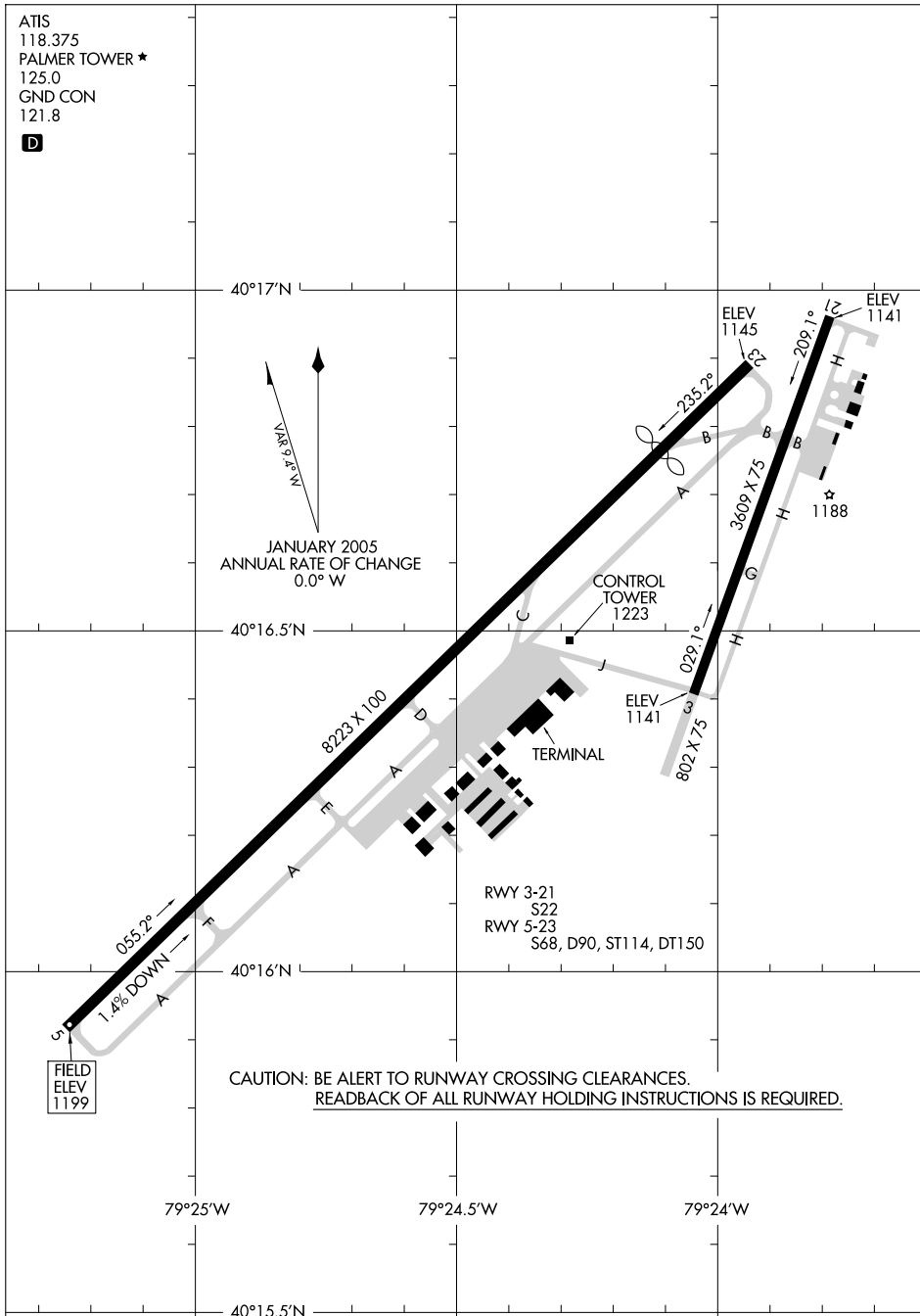
NE-4. 22 OCT 2009 to 19 NOV 2009

AIRPORT DIAGRAM

AL-5125 (FAA)

LATROBE/ARNOLD PALMER RGNL (LBE)
LATROBE, PENNSYLVANIA

ATIS
118.375
PALMER TOWER ★
125.0
GND CON
121.8



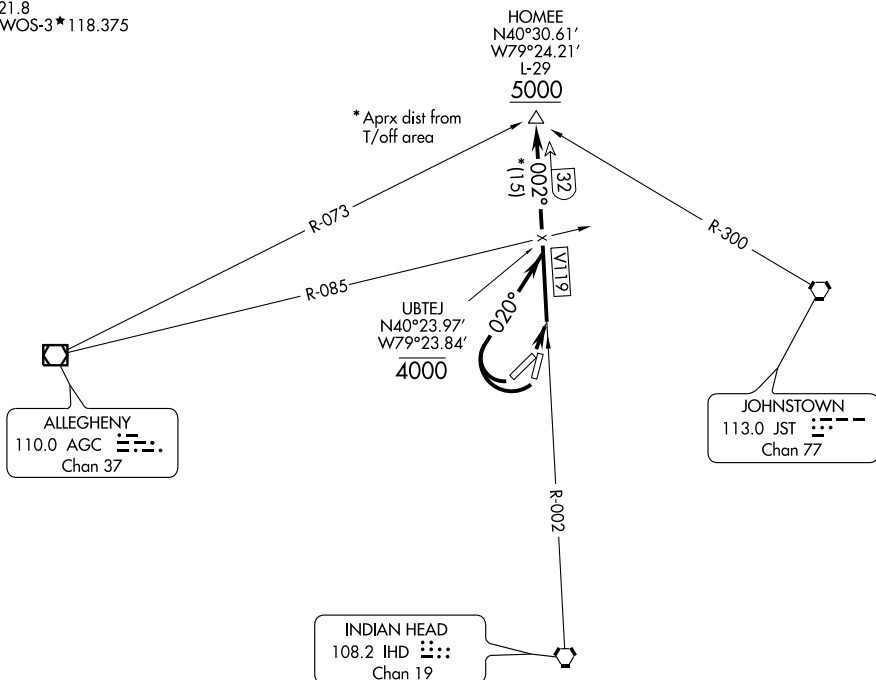
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
REDBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

HOMEE TWO DEPARTURE

SL-5125 (FAA)

LATROBE, PENNSYLVANIA

ATIS 118.375
 CLEVELAND CENTER
 124.4 327.1
 PALMER TOWER ★
 125.0 (CTAF)
 GND CON
 121.8
 AWOS-3 ★118.375



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3 and 5: Maintain runway heading to intercept IHD R-002.

Thence

TAKE-OFF RUNWAY 21 and 23: Turn right heading 020° to intercept IHD R-002.

Thence

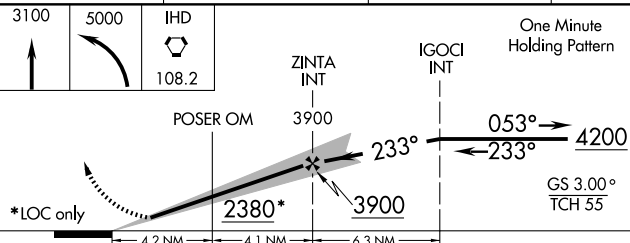
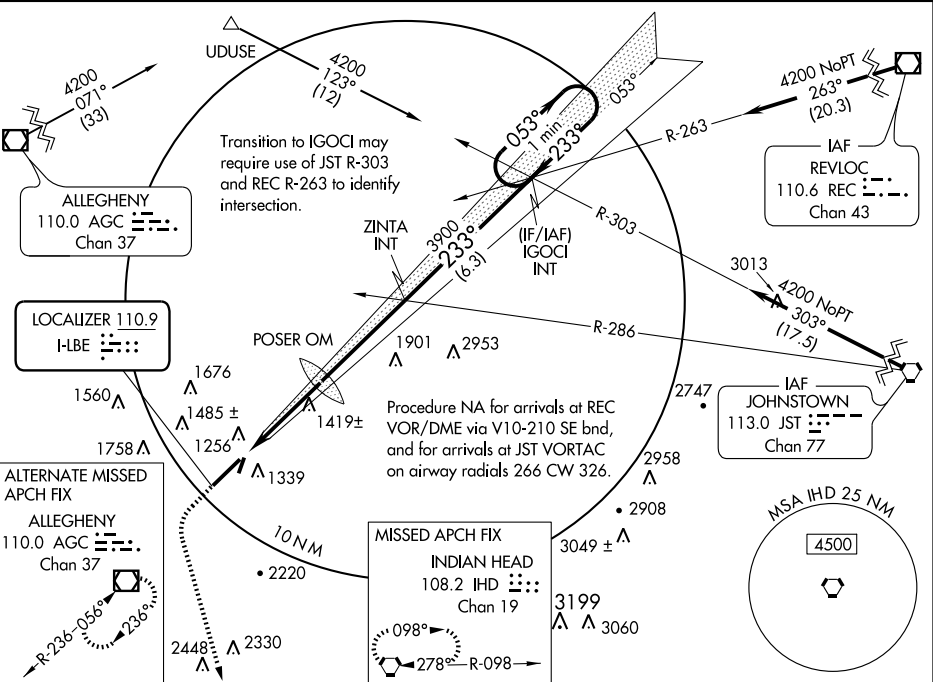
. . . . Via V119 to HOMEE INT. Cross AGC R-085 at or below 4000'. Cross HOMEE INT at or above 5000'. Thence via (assigned route).

| | | | |
|-----------|---------|----------|------|
| LOC I-LBE | APP CRS | Rwy Idg | 7373 |
| 110.9 | 233° | TDZE | 1145 |
| | | Apt Elev | 1199 |

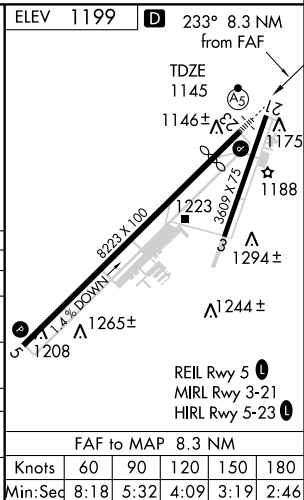
⚠ Inoperative table does not apply to S-LOC 23 Cat A. For inoperative MALSR, increase S-LOC 23 Cat B visibility to 1½. Circling NA SE of Rwy 3-21. If local altimeter setting not received, use Allegheny County altimeter setting and increase ILS DA to 1409', and all MDAs 80'. Circling to Rwy 3 NA at night.

MALSR
 MISSED APPROACH: Climb to 3100 then climbing left turn to 5000 direct IHD VORTAC and hold.

| | | | |
|---------|------------------|-----------------------|---------|
| ATIS | CLEVELAND CENTER | PALMER TOWER | GND CON |
| 118.375 | 124.4 327.1 | 125.0 (CTAF) 0 | 121.8 |



| CATEGORY | A | B | C | D |
|-------------------|---------------------------------|---------------------------------|-------------------------------|-------------------------------|
| S-ILS 23 | 1345-1/2 200 (200-1/2) | | | |
| S-LOC 23 | 2380-1 1/4 1235 (1200-1 1/4) | | 2380-2 1/2 1235 (1200-2 1/2) | |
| CIRCLING | 2380-1 1/4 1181 (1200-1 1/4) | 2380-1 1/2 1181 (1200-1 1/2) | 2380-3 1181 (1200-3) | |
| POSER OM MINIMUMS | | | | |
| S-LOC 23 | 1680-1/2 535 (500-1/2) | | 1680-1 535 (500-1) | 1680-1 1/4 535 (500-1 1/4) |
| CIRCLING | 1720-1 521 (600-1) | | 1780-1 1/2 581 (600-1 1/2) | 1800-2 601 (700-2) |



NE-4: 22 OCT 2009 to 19 NOV 2009

| | | | |
|---------|---------|----------|------|
| NDB BHU | APP CRS | Rwy Idg | 7373 |
| 382 | 233° | TDZE | 1139 |
| | | Apt Elev | 1185 |

⚠

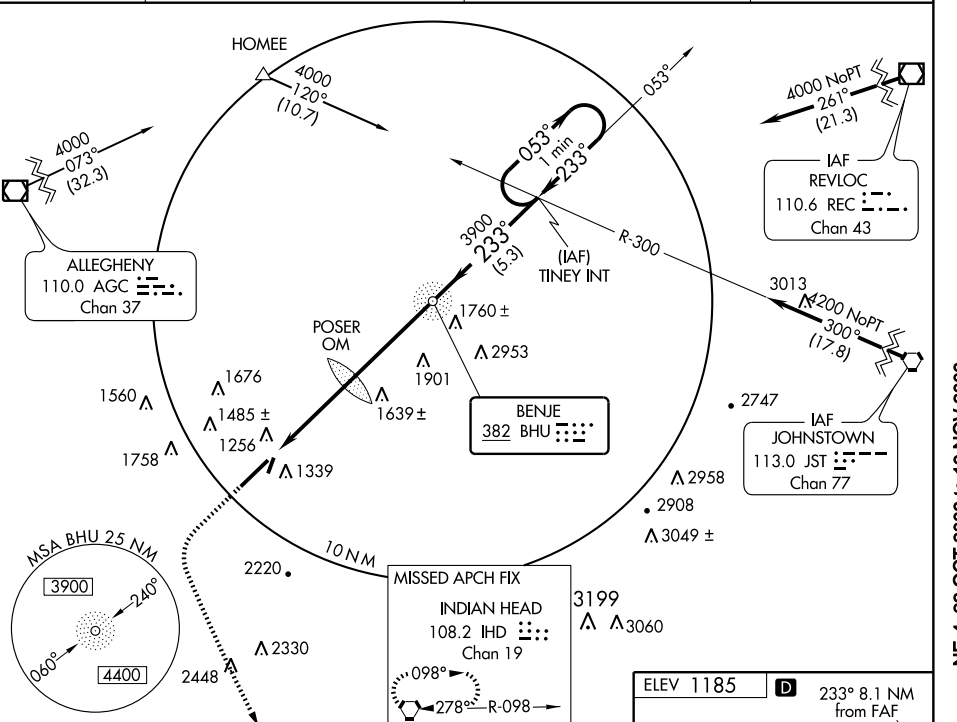
⚠

Circling not authorized SE of Rwy 3-21.
Circling not authorized to Rwy 3 at night.
Inoperative table not apply.

MALSR

MISSED APPROACH: Climb to 4000 via BHU 240° bearing then climbing left turn to 5000 direct IHD VORTAC and hold.

| | | | |
|-----------------|---------------------------------|---------------------------------|------------------|
| ATIS 118.375 | CLEVELAND CENTER 124.4 327.1 | PALMER TOWER* 125.0 (CTAF) 0 | GND CON 121.8 |
|-----------------|---------------------------------|---------------------------------|------------------|



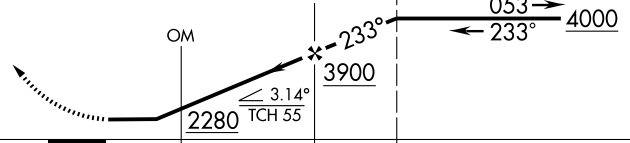
4000

5000

IHD

BRG 240°

108.2



| CATEGORY | A | B | C | D |
|-------------|---------------------------|---------------------------|-------------------------|-------------------------|
| S-23 | 2280-1¼ 1141 (1100-1¼) | 2280-1½ 1141 (1100-1½) | 2280-3 1141 (1100-3) | |
| CIRCLING | 2280-1¼ 1095 (1100-1¼) | 2280-1½ 1095 (1100-1½) | 2280-3 1095 (1100-3) | |
| OM MINIMUMS | | | | |
| S-23 | 1940-1 801 (800-1) | 1940-1¼ 801 (800-1¼) | 1940-2¼ 801 (800-2¼) | 1940-2½ 801 (800-2½) |
| CIRCLING | 1940-1 755 (800-1) | 1940-1¼ 755 (800-1¼) | 1940-2¼ 755 (800-2¼) | 1940-2½ 755 (800-2½) |

ELEV 1185

233° 8.1 NM from FAF

REIL Rwy 5
MIRL Rwy 3-21
HIRL Rwy 5-23

FAF to MAP 8.1 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:06 | 5:24 | 4:03 | 3:14 | 2:42 |

NE-4: 22 OCT 2009 to 19 NOV 2009

Cross PLEEZ INT at or above 5000'. Thence via (assigned route).

NE-4. 22 OCT 2009 to 19 NOV 2009

APP CRS
053°

Rwy Idg
TDZE
Apt Elev

8223
1199
1199

RNAV (GPS) RWY 5

LATROBE/ARNOLD PALMER RGNL (LBE)

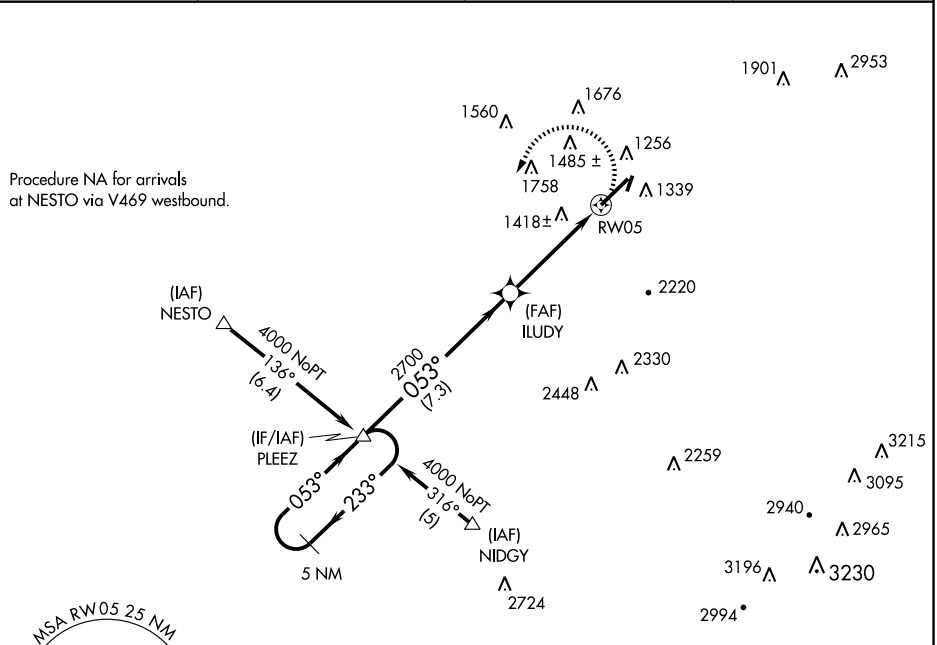
▼

▲

DME/DME RNP-0.3 NA. Circling to Rwy 3 NA at night. Circling NA SE of Rwy 3-21. If local altimeter setting not received, use Allegheny County altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 4000 direct PLEEZ and hold.

| | | | |
|------------------------|--|---|-------------------------|
| ATIS 118.375 | CLEVELAND CENTER 124.4 327.1 | PALMER TOWER★ 125.0 (CTAF) 0 | GND CON 121.8 |
|------------------------|--|---|-------------------------|



5 NM Holding Pattern

PLEEZ

ILUDY

RW05

4000

2700

3.04°

TCH 45

7.3 NM

4.5 NM

| CATEGORY | A | B | C | D |
|----------|----------|-------------|---------------------------|---------------------------|
| LNAV MDA | 1680 - 1 | 481 (500-1) | 1680 - 1¼ 481 (500-1¼) | 1680 - 1½ 481 (500-1½) |
| CIRCLING | 1720 - 1 | 521 (600-1) | 1780 - 1½ 581 (600-1½) | 1800 - 2 601 (700-2) |

ELEV 1199

D

TDZE 1199

8223 X 100

3609 X 75

1146±

1175

1188

1223

1265±

1244±

1208

053° to RW05

REIL Rwy 5 0

MIRL Rwy 3-21

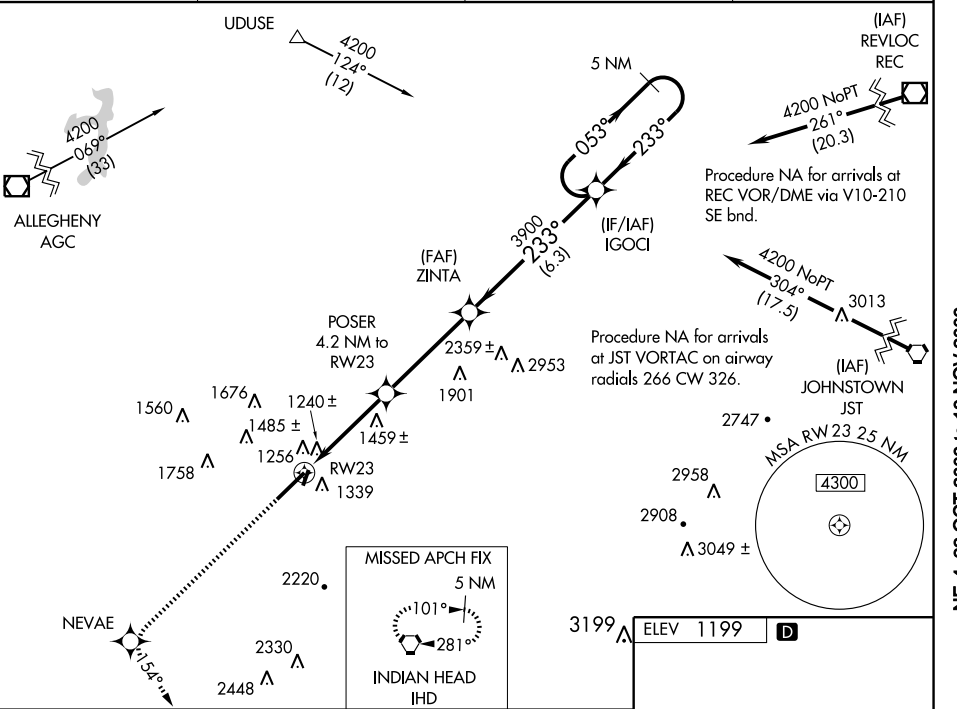
HIRL Rwy 5-23 0

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 70499 W23A | APP CRS 233° | Rwy Idg TDZE Apt Elev | 7373 1145 1199 |
|--|------------------------|-----------------------------|---|

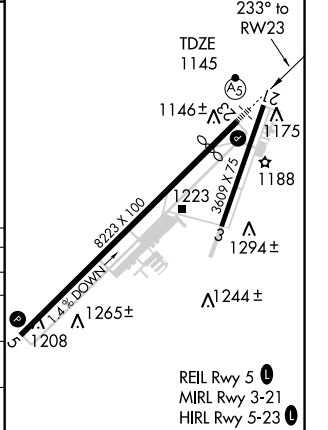
DME/DME RNP-0.3 NA. Circling to Rwy 3 NA at night. Circling NA SE of Rwy 3-21.
For inoperative MALSR, increase LPV all Cats visibility to 1. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F).
If local altimeter setting not received, use Allegheny County altimeter setting and increase LPV DA to 1484', LNAV/VNAV DA to 1608', and all MDAs 80'.
Baro-VNAV and VDP NA when using Allegheny County altimeter setting.

MALSR MISSED APPROACH: Climb to 5000 direct NEVAE and via 154° track to IHD VORTAC and hold.

| | | | |
|------------------------|--|---|-------------------------|
| ATIS 118.375 | CLEVELAND CENTER 124.4 327.1 | PALMER TOWER ★ 125.0 (CTAF) 0 | GND CON 121.8 |
|------------------------|--|---|-------------------------|



| | | | | |
|-------------------------------|------------|---------------|---------------|----------------------|
| 5000 | NEVAE | IHD | IGOCI | 5 NM Holding Pattern |
| ↑ | 154° TRK | | | |
| *LNAV only | | | | |
| RW23 1.7 2.5 NM 4.1 NM 6.3 NM | | | | |
| POSER 4.2 NM to RW23 | | | | |
| ZINTA 233° 053° 4200 | | | | |
| 2380* 3900 GS 3.00° TCH 55 | | | | |
| CATEGORY | A | B | C | D |
| LPV DA | 1420 - 1/2 | | 275 (300-1/2) | |
| LNAV/VNAV DA | 1544 - 1 | | 399 (400-1) | |
| LNAV MDA | 1720 - 1/2 | 575 (600-1/2) | 1720 - 1 | 1720 - 1 1/4 |
| | | | 575 (600-1) | 575 (600-1 1/4) |
| CIRCLING | 1720 - 1 | 521 (600-1) | 1780 - 1 1/2 | 1800 - 2 |
| | | | 581 (600-1/2) | 601 (700-2) |



NE-4, 22 OCT 2009 to 19 NOV 2009

| | | | |
|-------------------|-------------|----------|-------------|
| LQX NDB | APP CRS | Rwy Idg | 3000 |
| <u>339</u> | 070° | TDZE | 534 |
| | | Apt Elev | 534 |

NDB RWY 8

LEHIGHTON / JAKE ARNER MEMORIAL (22N)

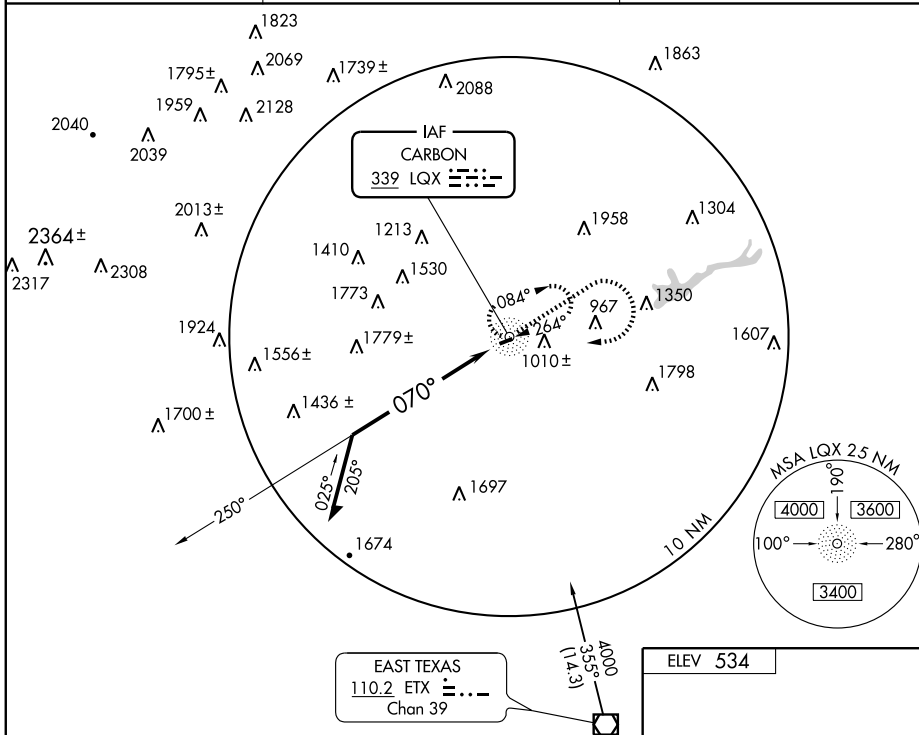
T
A NA Use Allentown/Lehigh Valley Intl altimeter setting.

MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct LQX NDB and hold.

ASOS
119,350

ALLENTOWN APP CON
119.65 397.9

UNICOM
123.05 (CTAF) **L**



NE-4. 22 OCT 2009 to 19 NOV 2009

Remain
within 10 NM

3200

NDB

2500

400

LQX



330

ELEV 534

070° to
LQX NDB

TDZE
534



| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|----|---|
| S-8 | 2040-1¼ 1506 (1600-1¼) | 2040-1½ 1506 (1600-1½) | NA | |
| CIRCLING | 2040-1¼ 1506 (1600-1¼) | 2040-1½ 1506 (1600-1½) | NA | |

MIRL Rwy 8-26 **L**
REIL Rwys 8 and 26 **L**

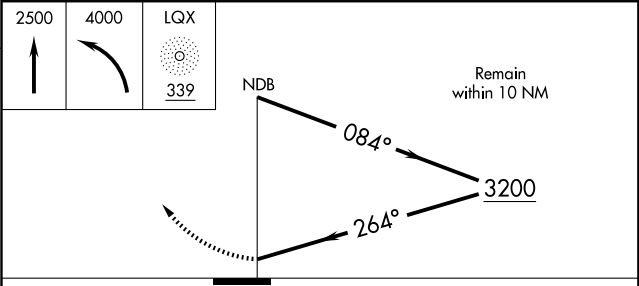
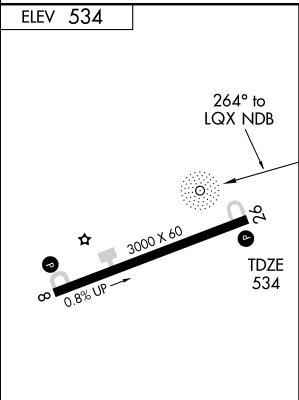
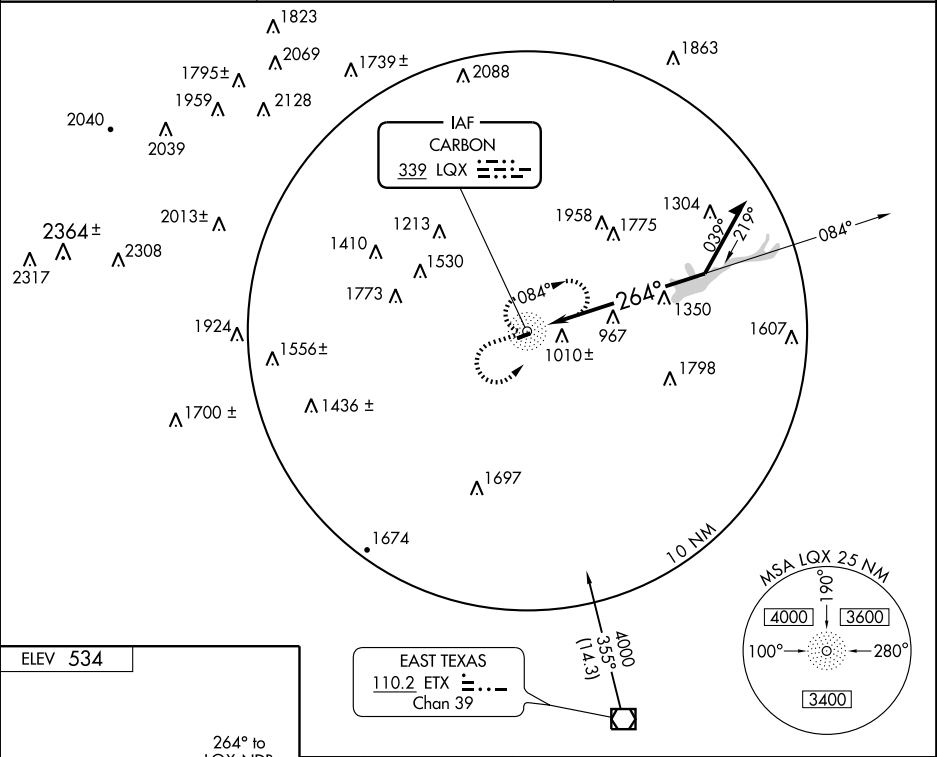
NDB RWY 26



LEHIGHTON / JAKE ARNER MEMORIAL (22°N)

| | | | |
|---------|---------|----------|------|
| LQX NDB | APP CRS | Rwy Idg | 3000 |
| 339 | 264° | TDZE | 534 |
| | | Apt Elev | 534 |

| | | |
|--|---|--|
|   NA | Use Allentown/Lehigh Valley Intl altimeter setting. | MISSED APPROACH: Climb to 2500, then climbing left turn to 4000 direct LQX NDB and hold. |
|--|---|--|

| | | |
|---------|-------------------|---|
| ASOS | ALLENTOWN APP CON | UNICOM |
| 119.350 | 119.65 397.9 | 123.05 (CTAF)  |




MIRL Rwy 8-26 
REIL Rwy 8 and 26 

| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|----|---|
| S-26 | 1980-1¼ 1446 (1500-1¼) | 1980-1½ 1446 (1500-1½) | NA | |
| CIRCLING | 1980-1¼ 1446 (1500-1¼) | 1980-1½ 1446 (1500-1½) | NA | |

| | | |
|---------|----------|------|
| APP CRS | Rwy ldg | 3000 |
| 081° | TDZE | 534 |
| | Apt Elev | 534 |

RNAV (GPS) RWY 8

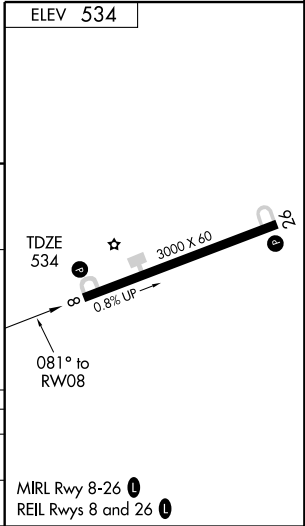
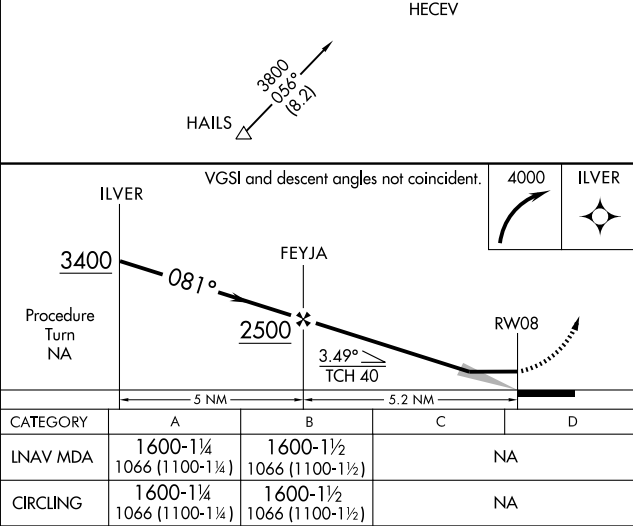
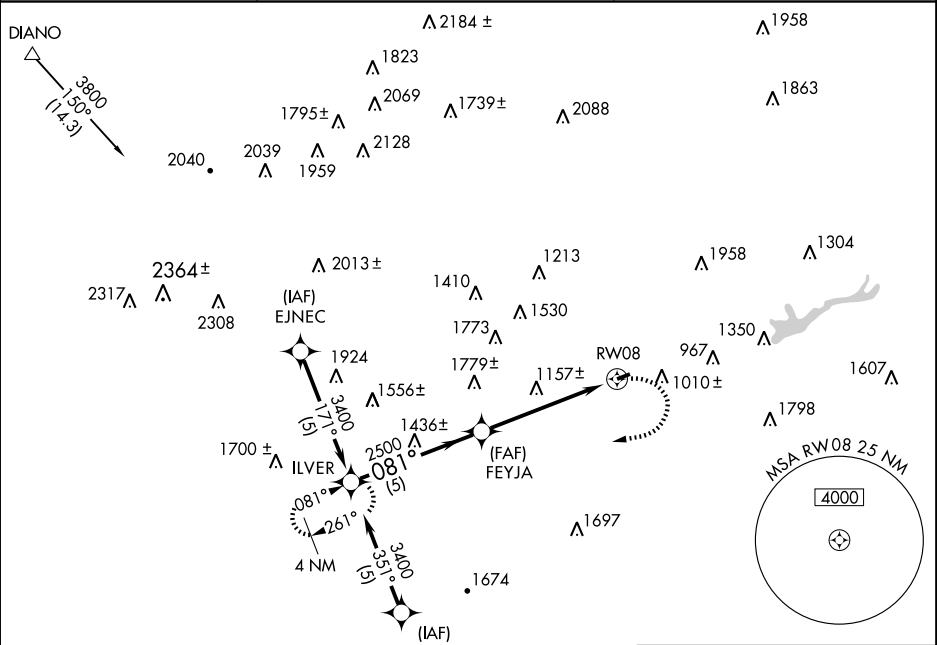
LEHIGHTON / JAKE ARNER MEMORIAL (22N)


NA

Use Allentown/Lehigh Valley Intl altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4000 direct ILVER WP and hold.

| | | |
|-----------------|-----------------------------------|---------------------------|
| ASOS 119.350 | ALLENTOWN APP CON 119.65 397.9 | UNICOM 123.05 (CTAF) 0 |
|-----------------|-----------------------------------|---------------------------|



| | | |
|---------|----------|-----|
| APP CRS | Rwy Idg | N/A |
| 259° | TDZE | N/A |
| | Apt Elev | 556 |

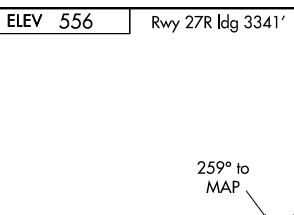
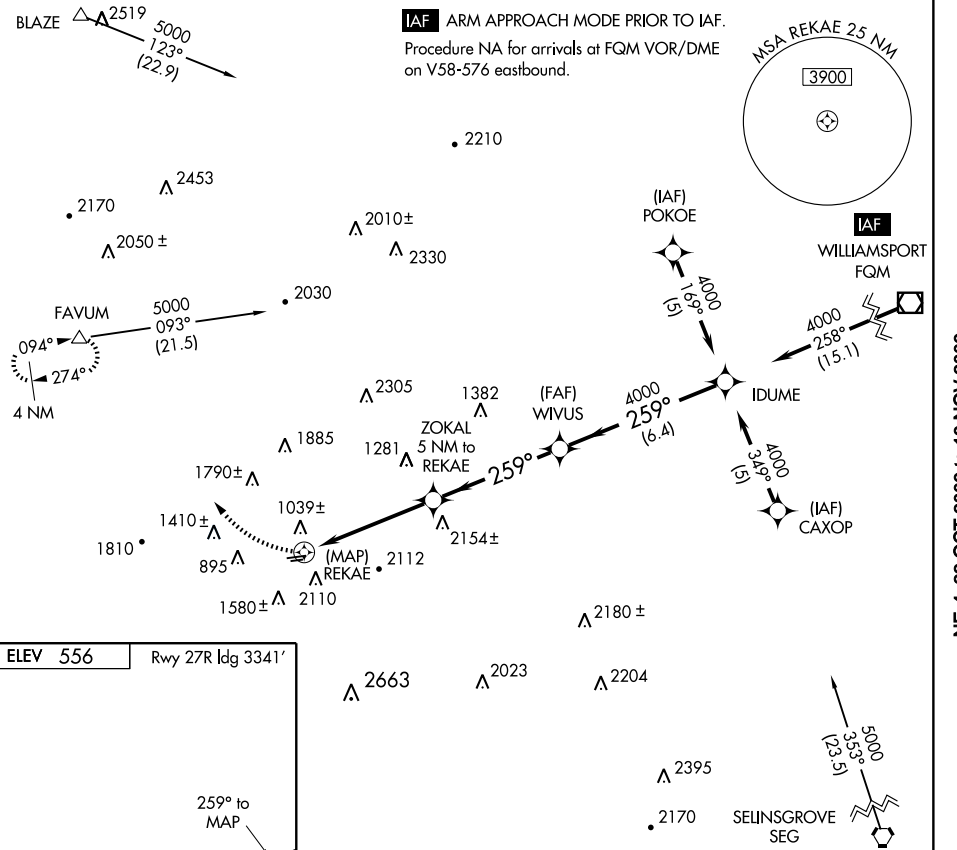
RNAV (GPS)-A

LOCK HAVEN / WILLIAM T. PIPER MEMORIAL (LHV)

Use Williamsport Rgnl altimeter setting.
 NA Circling NA south of Rwy 09-27. Procedure NA at night.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 5000 direct FAVUM WP and hold.

| | | |
|------------------------------|--------------------------------|------------------------|
| WILLIAMSPORT ASOS 125.225 | NEW YORK CENTER 134.8 338.3 | UNICOM 122.8 (CTAF) |
|------------------------------|--------------------------------|------------------------|



| | | | | |
|----------|---------------------------|---------------------------|-------------------------|-------------------|
| | 5000 | FAVUM | | |
| | | | | |
| | | | ZOKAL 5 NM to REKAE | WIVUS |
| | | | 259° | 259° |
| | | | 2920 | 4000 |
| | | | 5 NM | 4.9 NM |
| | | | | 6.4 NM |
| | | | | IDUME |
| | | | | Procedure Turn NA |
| CATEGORY | A | B | C | D |
| CIRCLING | 1940-1¼ 1384 (1400-1¼) | 1940-1½ 1384 (1400-1½) | 2000-3 1444 (1500-3) | NA |

REIL Rwy 9L and 27R
MIRL Rwy 9L-27R

NE-4: 22 OCT 2009 to 19 NOV 2009

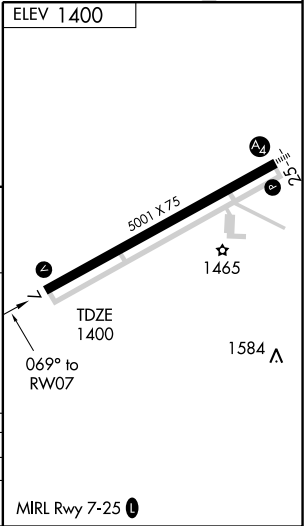
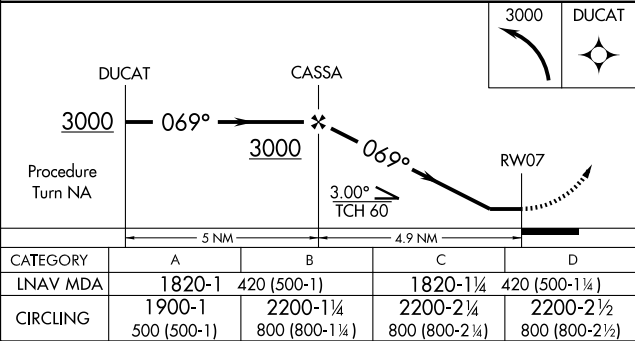
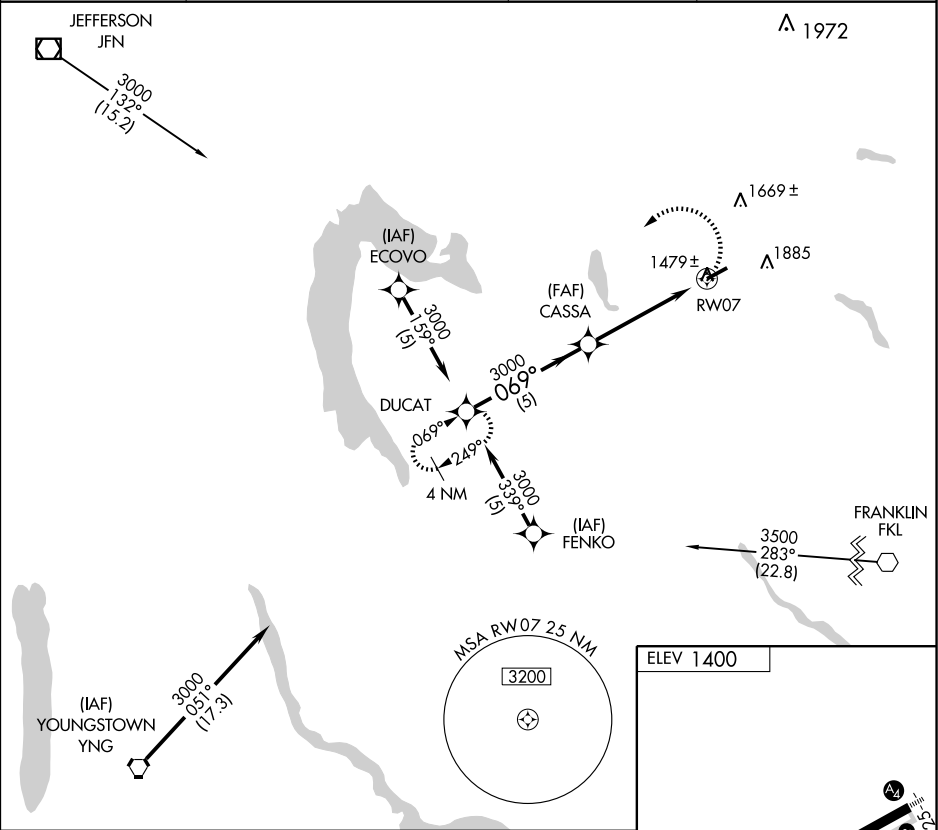
| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 5001 |
| 069° | TDZE | 1400 |
| | Apt Elev | 1400 |

RNAV (GPS) RWY 7

MEADVILLE / PORT MEADVILLE (GKJ)

| | | |
|--|---|--|
| <div><div>▼</div><div>▲ NA</div></div> | GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. | MISSED APPROACH: Climbing left turn to 3000 direct DUCAT WP and hold. |
|--|---|--|

| | | | |
|-----------------|--------------------------------------|--------------------|--------------------------|
| ASOS 121.425 | YOUNGSTOWN APP CON ★ 133.95 322.3 | CLNC DEL 124.95 | UNICOM 123.0 (CTAF) 0 |
|-----------------|--------------------------------------|--------------------|--------------------------|



APP CRS
249°

Rwy Idg
TDZE
Apt Elev

5001
1400
1400

RNAV (GPS) RWY 25

MEADVILLE / PORT MEADVILLE (GKJ)

NA

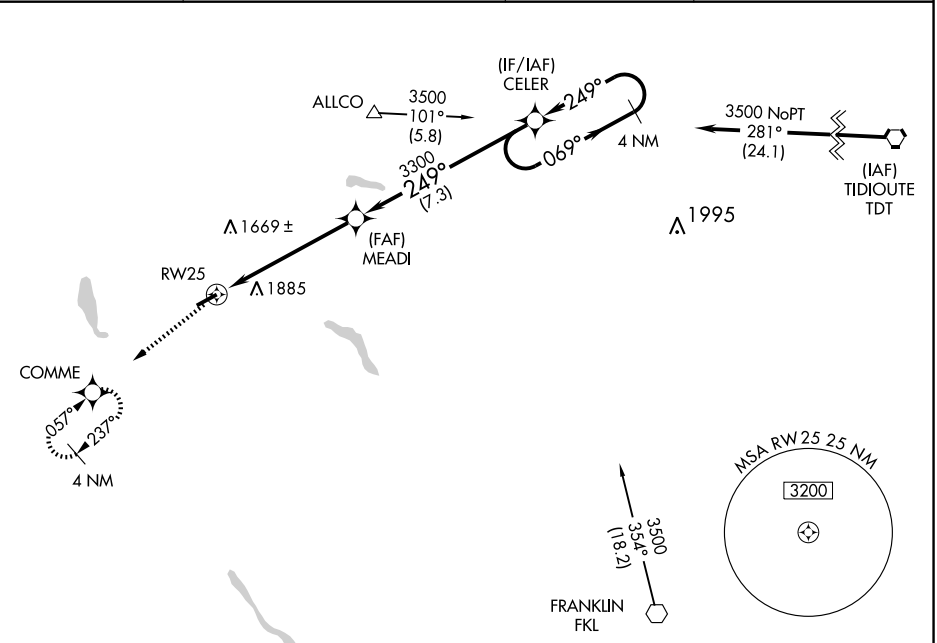
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MALS

-

MISSED APPROACH: Climb to 3000
direct COMME WP and hold.

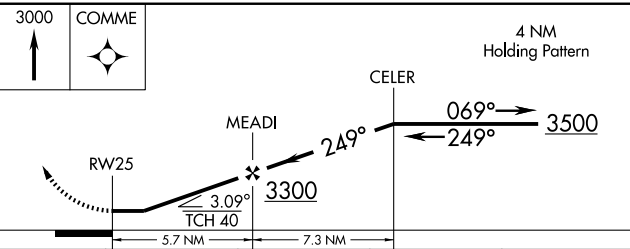
| | | | |
|------------------------|---|---------------------------|-------------------------------|
| ASOS 121.425 | YOUNGSTOWN APP CON ★ 133.95 322.3 | CLNC DEL 124.95 | UNICOM 123.0 (CTAF) |
|------------------------|---|---------------------------|-------------------------------|



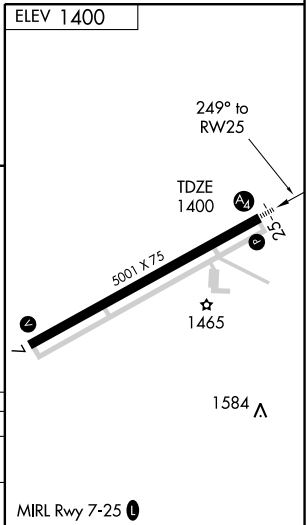
ELEV 1400

3000 ↑

COMME



| CATEGORY | A | B | C | D |
|----------|-------------|-----------------|-----------------|-----------------|
| LNAV MDA | 2140-1 | 740 (800-1) | 2140-2 | 2140-2 1/4 |
| CIRCLING | 2140-1 | 2200-1 1/4 | 2200-2 1/4 | 2200-2 1/2 |
| | 740 (800-1) | 800 (800-1 1/4) | 800 (800-2 1/4) | 800 (800-2 1/2) |



NE-4, 22 OCT 2009 to 19 NOV 2009

VOR RWY 7

MEADVILLE / PORT MEADVILLE (GKJ)

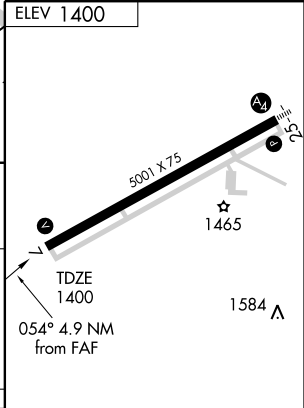
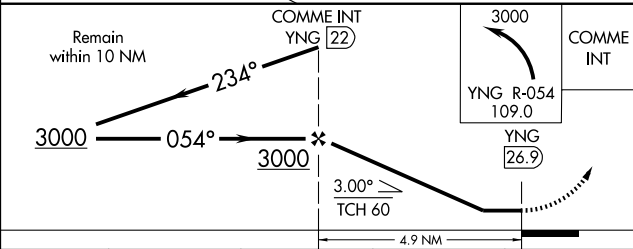
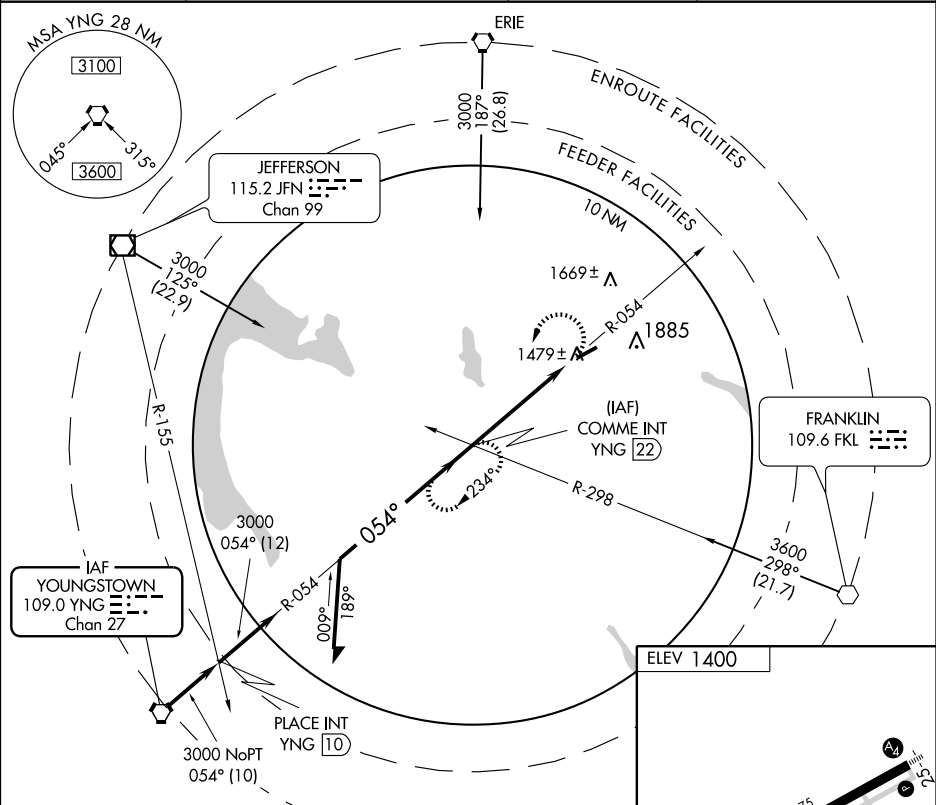
| | | | |
|------------|---------|----------|------|
| VORTAC YNG | APP CRS | Rwy Idg | 5001 |
| 109.0 | 054° | TDZE | 1400 |
| Chan 27 | | Apt Elev | 1400 |



NA

MISSED APPROACH: Climbing left turn to 3000 via YNG R-054 to COMME Int and hold.

| | | | |
|-----------------|--------------------------------------|--------------------|--------------------------|
| ASOS 121.425 | YOUNGSTOWN APP CON ★ 133.95 322.3 | CLNC DEL 124.95 | UNICOM 123.0 (CTAF) 0 |
|-----------------|--------------------------------------|--------------------|--------------------------|



| CATEGORY | A | B | C | D |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|
| S-7 | 1940-1 540 (600-1) | 1940-1¼ 540 (600-1¼) | 1940-1½ 540 (600-1½) | 1940-2 540 (600-2) |
| CIRCLING | 1940-1 540 (600-1) | 2200-1¼ 800 (800-1¼) | 2200-2¼ 800 (800-2¼) | 2200-2½ 800 (800-2½) |

| | | | | | |
|-----------------|-------------------|------|------|------|------|
| MIRL Rwy 7-25 0 | FAF to MAP 4.9 NM | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 2627 |
| 267° | TDZE | 545 |
| | Apt Elev | 545 |

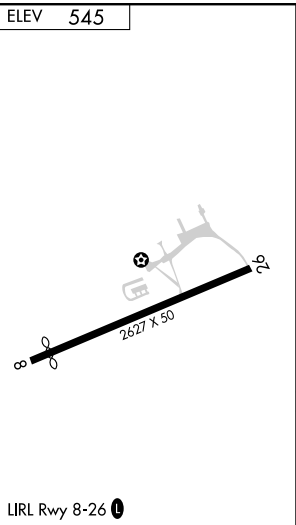
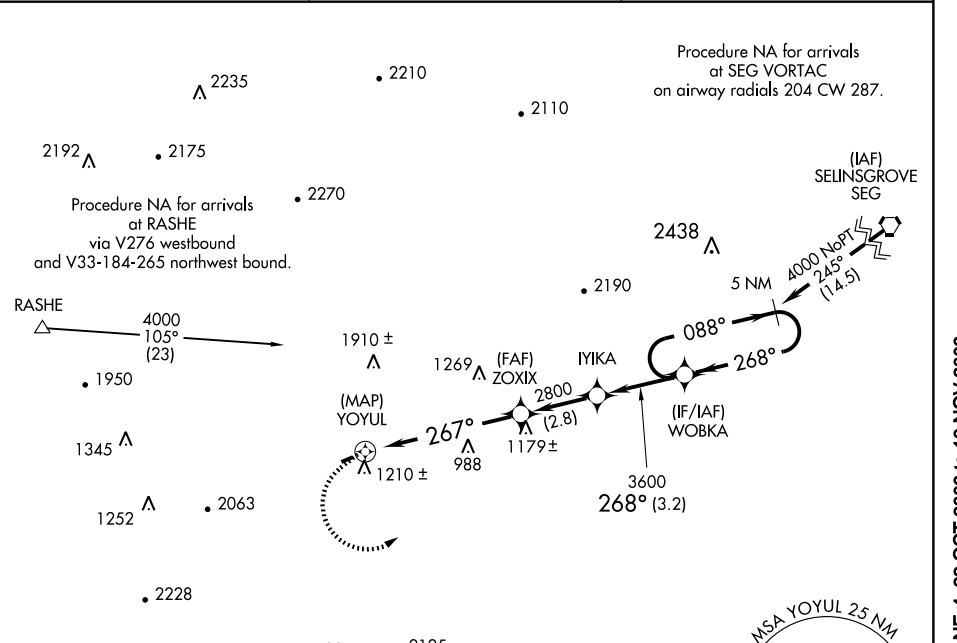
▼




NA

Procedure NA at night. Use Penn Valley altimeter setting, if not received, use Reedsville altimeter setting and increase all MDAs 240 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 4000 direct WOBKA and hold.

| | | |
|-----------------------------|---------------------------------|--------------------------|
| PENN VALLEY ASOS 119.275 | NEW YORK APP CON 134.8 338.2 | UNICOM 122.8 (CTAF) 0 |
|-----------------------------|---------------------------------|--------------------------|



| | | | | | |
|---|---|----------------------|------------------------|--------|------|
| 4000 | WOBKA | 5 NM Holding Pattern | | | |
|  |  | | | | |
|  | | ZOIX | IYKA | WOBKA | |
| 267° | | 2800 | 3600 | 268° | 4000 |
| 0.5 | | 5.7 NM | 2.8 NM | 3.2 NM | |
| ≤3.39° | | TCH 35 | | | |
| CATEGORY | A | B | C | D | |
| LNAV MDA | 1440-1¼ 895 (900-1¼) | | NA | | |
| CIRCLING | 1560-1¼ 1015 (1100-1¼) | | 1640-1½ 1095 (1100-1½) | | |
| | | | NA | | |

NE-4: 22 OCT 2009 to 19 NOV 2009

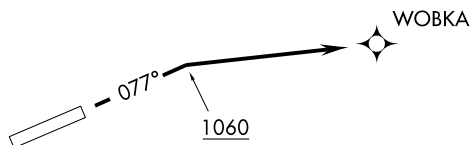
(WOBKA1.WOBKA) 07074

WOBKA ONE DEPARTURE (RNAV)

SL-10300 (FAA)

MIFFLINTOWN (P34)
MIFFLINTOWN, PENNSYLVANIA

PENN VALLEY ASOS
119.275
UNICOM
122.8 (CTAF)



NOTE: 1. GPS Required.
2. RNAV 1.

TAKE-OFF OBSTACLES

Rwy 8: Terrain 1333' from DER, 699' left of centerline, 619' MSL.

Trees 6019' from DER, 356' left of centerline, up to 100' AGL/ 739' MSL.

Trees 1.2 NM from DER, 2350' right of centerline, up to 100' AGL/759' MSL.

TAKE-OFF MINIMUMS:

Rwy 26: NA - Obstacles.

Rwy 8: STANDARD with minimum climb of 265 feet per NM to 1200'.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 077° to 1060 feet, then climbing right turn direct WOBKA. Maintain 4000 feet or ATC assigned altitude.

NE-4, 22 OCT 2009 to 19 NOV 2009

NESTO

N40°11.67'-W79°42.82'

VERTICAL NAVIGATION PLANNING INFORMATION

PITTSBURGH TURBOJETS:

WEST FLOW-Expect clearance to cross at 10,000' and 250K. When Rwy 28 simultaneous approach is in use, expect clearance to cross at 9000'.

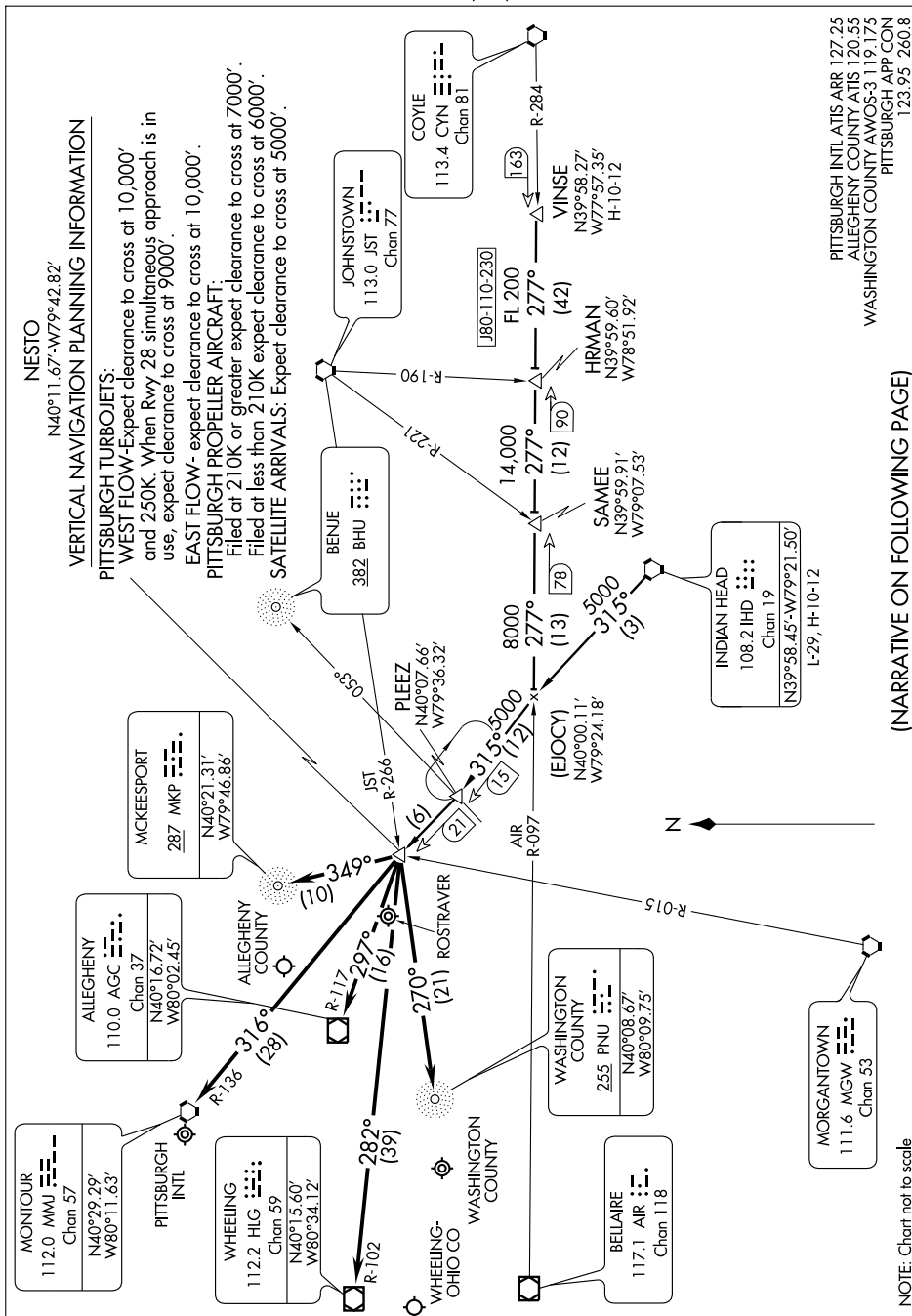
EAST FLOW- expect clearance to cross at 10,000'.

PITTSBURGH PROPELLER AIRCRAFT:

Filed at 210K or greater expect clearance to cross at 7000'.

Filed at less than 210K expect clearance to cross at 6000'

TELETYPE ARRIVALS: Expect clearance to cross at 5000'.



NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

NE-4. 22 OCT 2009 to 19 NOV 2009

ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: From over NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

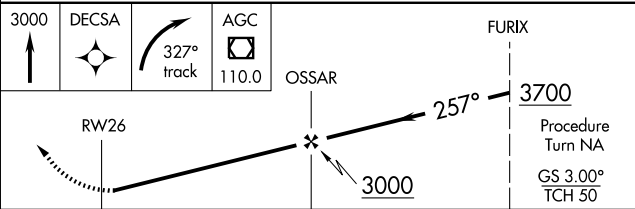
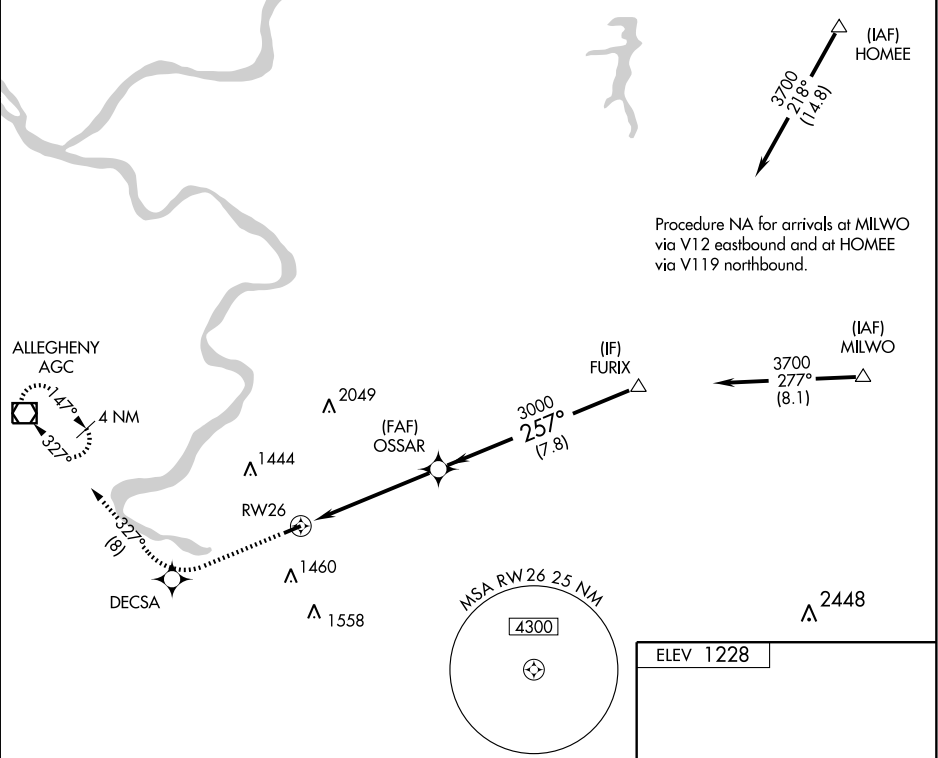
....AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

| | | |
|--|------------------------|---|
| WAAS CH 56208 W26A | APP CRS 257° | Rwy Idg TDZE 1224 Apt Elev 1228 |
|--|------------------------|---|

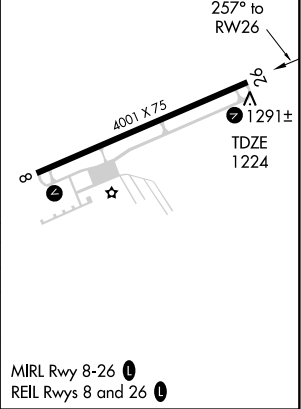
RNAV (GPS) RWY 26
MONONGAHELA / ROSTRAVER (F'WQ)

| | | |
|-----------|---|---|
| NA | DME/DME RNP-0.3 NA When local altimeter setting not received, use Allegheny County altimeter setting and increase all DA/MDA 40 feet and LNAV Cat D visibility ¼ mile. When VGSI inop, straight-in/circling Rwy 26 NA at night. | MISSED APPROACH: Climb to 3000 direct DECSA, and right turn via 327° track to AGC VOR/DME and hold. |
|-----------|---|---|

| | | |
|--------------------------|---|---------------------------------|
| AWOS-3 118.475 | PITTSBURGH APP CON 119.35 337.4 | UNICOM 122.8 (CTAF) 0 |
|--------------------------|---|---------------------------------|



| CATEGORY | A | B | C | D |
|--------------|--------------------|----------------------|--------------------|---|
| LPV DA | 1500-1 276 (300-1) | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 1560-1 336 (400-1) | | | |
| CIRCLING | 1700-1 472 (500-1) | 1700-1½ 472 (500-1½) | 1780-2 552 (600-2) | |



MIRL Rwy 8-26 0
REIL Rwy 8 and 26 0

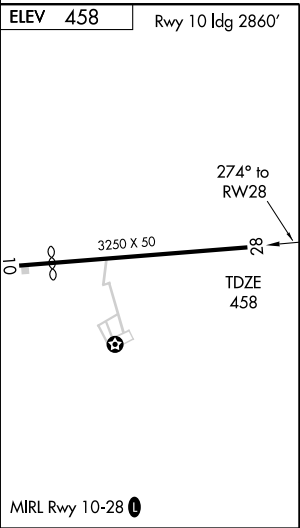
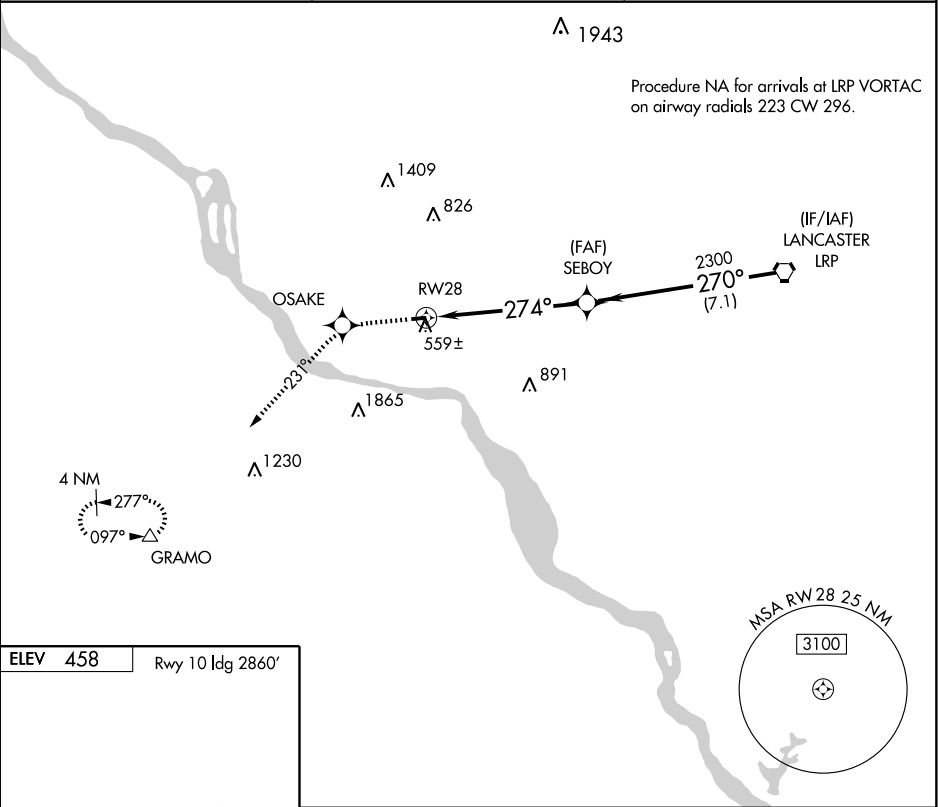
| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 3250 |
| 274° | TDZE | 458 |
| | Apt Elev | 458 |

RNAV (GPS) RWY 28

MOUNT JOY/MARIETTA, DONEGAL SPRINGS AIRPARK (N71)

| | |
|---|--|
| <p>▼ DME/DME RNP-0.3 NA. Use Harrisburg Intl altimeter setting; when not received, use Fort Indiantown Gap altimeter setting and increase all MDAs 20 feet.</p> <p>▲ NA</p> | <p>MISSED APPROACH: Climb to 3000 direct OSAKE and via 231° track to GRAMO and hold.</p> |
|---|--|

| | | |
|--------------------------------------|-------------------------------|--------------------------|
| HARRISBURG APP CON 126.45 281.525 | HARRISBURG CLNC DEL 127.05 | UNICOM 122.8 (CTAF) 0 |
|--------------------------------------|-------------------------------|--------------------------|





| | | | | |
|----------|-------------|-------------|-------|-------------------|
| 3000 | OSAKE | 231° TRK | GRAMO | VORTAC |
| | | | | SEBOY |
| | | | | 270° |
| | | | | 2600 |
| | | | | Procedure Turn NA |
| | | | | 2300 |
| | | | | 5.8 NM |
| | | | | 7.1 NM |
| CATEGORY | A | B | C | D |
| LNAV MDA | 900 - 1 | 442 (500-1) | NA | NA |
| CIRCLING | 940 - 1 | 960 - 1 | NA | NA |
| | 482 (500-1) | 502 (600-1) | | |

| | | |
|---|------------------------|---|
| VORTAC LRP 117.3 Chan 120 | APP CRS 272° | Rwy Idg 3250 TDZE 458 Apt Elev 458 |
|---|------------------------|---|

VOR RWY 28

MOUNT JOY/MARIETTA, DONEGAL SPRINGS AIRPARK (N71)

| | |
|--|---|
|  | Use Harrisburg Intl altimeter setting; when not received, |
|  NA | use Fort Indiantown Gap altimeter setting and increase all MDAs 20 feet. |

MISSED APPROACH: Climb to 2600 then climbing left turn to 3000 via RAV VORTAC R-204 to GRAMO Int and hold.

HARRISBURG APP CON
126.45 281.525

HARRISBURG CLNC DEL
127.05

UNICOM
122.8 (CTAF) **L**

ALTERNATE MISSED
APCH FIX




115.0 THS
Chan 97

R-095

095°

GRAMO
THS 54

| | |
|----------|------------------|
| ELEV 458 | Rwy 10 ldg 2860' |
|----------|------------------|

| | | |
|---|---|---|
| 2600 | 3000 | GRAMO |
|  |  |  |
| | RAV R-204 114.6 | |

MIRL Rwy 10-28 **L**

FAF to MAP 5.9 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

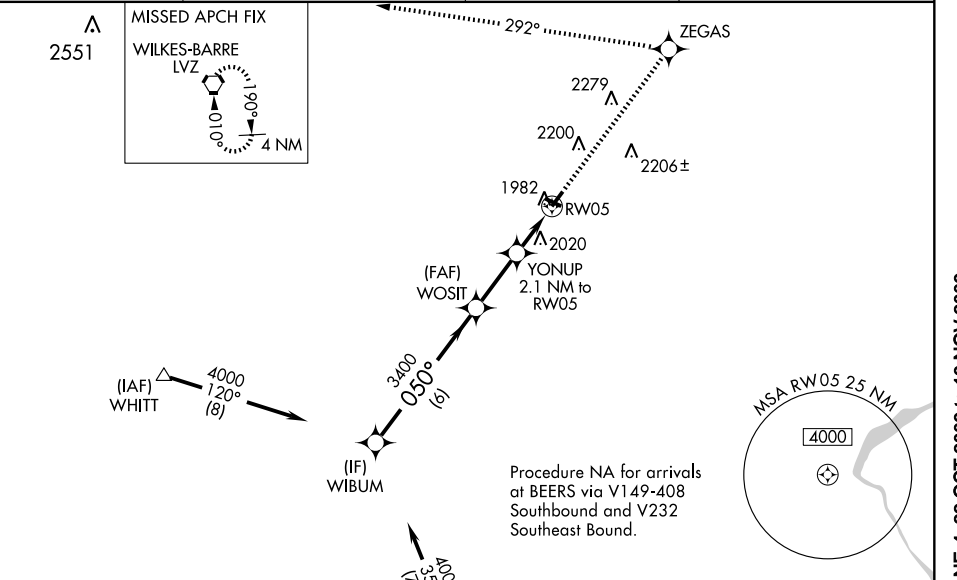
| CATEGORY | A | B | C | D |
|----------|----------|-------------|----|---|
| S-28 | 1120 - 1 | 662 (700-1) | NA | |
| CIRCLING | 1120 - 1 | 662 (700-1) | NA | |

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 50311 W05A | APP CRS 050° | Rwy Idg TDZE Apt Elev | 4000 1906 1915 |
|--|------------------------|-----------------------------|---|

Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. Increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats ¾ mile, LNAV Cat C ¾ mile, Cat D ½ mile, Circling Cat B ¾ mile, Cat C ¾ mile, and Cat D ½ mile.

MISSED APPROACH:
Climb to 4000 direct ZEGAS and left turn via 292° track to LVZ VORTAC and hold.

| | | | |
|------------------------|--|--------------------------|-------------------------------|
| ASOS 120.275 | WILKES-BARRE APP CON 126.3 256.7 | CLNC DEL 125.3 | UNICOM 122.7 (CTAF) |
|------------------------|--|--------------------------|-------------------------------|



Procedure Turn NA WIBUM

4000

GS 3.00° TCH 60

VGSI and RNAV glidepath not coincident.

WOSIT

YONUP 2.1 NM to RW05

RW05

2600

6 NM

2.4 NM

2.1 NM

4000 ZEGAS

292° TRK

LVZ

* LNAV only

| CATEGORY | A | B | C | D |
|--------------|-----------------------|-----------------------|-------------------------|-----------------------|
| LPV DA | 2160-1 | | 254 (300-1) | |
| LNAV/VNAV DA | 2252-1¼ | | 346 (400-1¼) | |
| LNAV MDA | 2320-1 414 (500-1) | | 2320-1¼ 414 (500-1¼) | |
| CIRCLING | 2480-1 565 (600-1) | 2500-1 585 (600-1) | 2500-1½ 585 (600-1½) | 2540-2 625 (700-2) |

ELEV 1915

TDZE 1906

050° to RW05

REIL Rwy 5, 13, and 23

MIRL Rwy 5-23 and 13-31

NE-4, 22 OCT 2009 to 19 NOV 2009

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 48911 W13A | APP CRS 128° | Rwy Idg TDZE Apt Elev | 3947 1885 1915 |
|--|------------------------|-----------------------------|---|

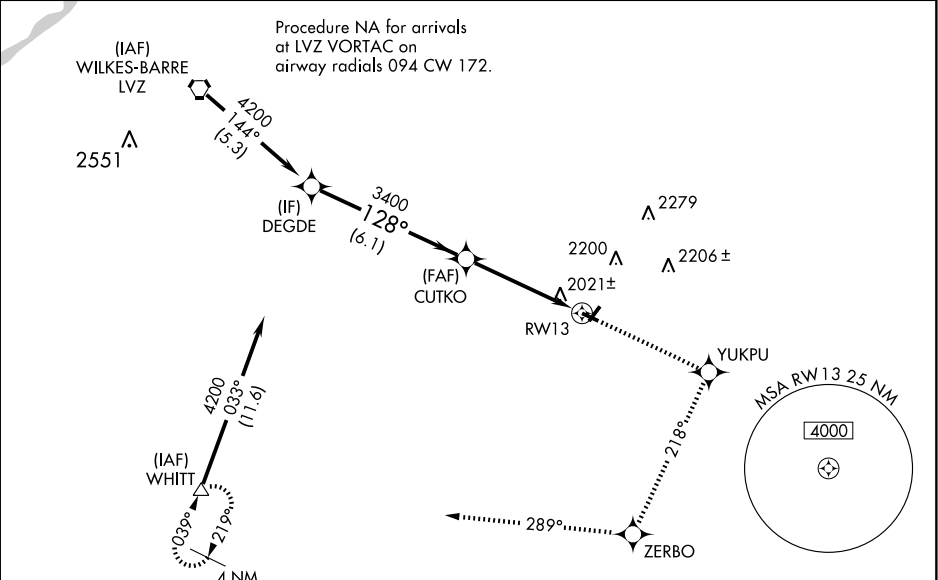
RNAV (GPS) RWY 13

MOUNT POCONO/ POCONO MOUNTAINS MUNI (MPO)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. Increase visibility LPV all Cats ½ mile, LNAV/VNAV all Cats ¾ mile, LNAV Cats C and D ½ mile, Circling Cat B ¾ mile, Cat C ¾ mile, and Cat D ½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting.

MISSED APPROACH:
Climb to 4200 direct YUKPU and via 218° track to ZERBO and via 289° track to WHITT and hold.

| | | | |
|------------------------|--|--------------------------|---------------------------------|
| ASOS 120.275 | WILKES-BARRE APP CON 126.3 256.7 | CLNC DEL 125.3 | UNICOM 122.7 (CTAF) 1 |
|------------------------|--|--------------------------|---------------------------------|



ELEV 1915

| | | | | | | | | |
|--------------|--------------------|--------------------|----------------------|--------------------|----------------------|-------|----------|-------|
| Procedure | Turn NA | DEGDE | 4200 | YUKPU | 218° TRK | ZERBO | 289° TRK | WHITT |
| Turn NA | 4200 | 128° | CUTKO | 3400 | RW13 | | | |
| GS 3.00° | TCH 40 | 6.1 NM | 4.6 NM | | | | | |
| CATEGORY | A | B | C | D | | | | |
| LPV DA | 2278-1½ | | 393 (400-1½) | | | | | |
| LNAV/VNAV DA | 2315-1½ | | 430 (400-1½) | | | | | |
| LNAV MDA | 2400-1 515 (500-1) | | 2400-1½ 515 (500-1½) | | 2400-1¾ 515 (500-1¾) | | | |
| CIRCLING | 2480-1 565 (600-1) | 2500-1 585 (600-1) | 2500-1½ 585 (600-1½) | 2540-2 625 (700-2) | | | | |

REIL Rwy 5, 13, and 23 1

MIRL Rwy 5-23 and 13-31 1

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 3767 |
| 308° | TDZE | 1885 |
| | Apt Elev | 1915 |

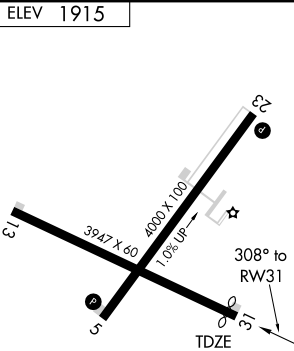
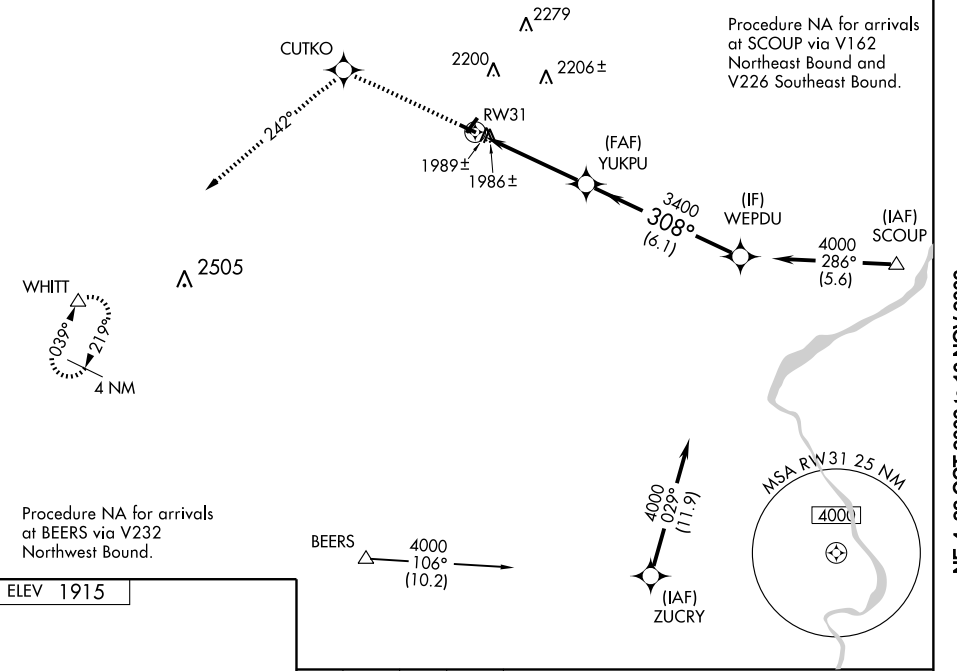
RNAV (GPS) RWY 31

MOUNT POCONO/ POCONO MOUNTAINS MUNI (MPO)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. Increase LNAV/VNAV all Cats ¾ mile, LNAV Cats C and D ½ mile, Circling Cat B ¼ mile, Cat C ¾ mile, and Cat D ½ mile. For uncompensated Baro- VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 35°C (95°F). Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting.

MISSED APPROACH: Climb to 4200 direct CUTKO and via 242° track to WHITT and hold.

| | | | |
|-----------------|-------------------------------------|-------------------|--------------------------|
| ASOS 120.275 | WILKES-BARRE APP CON 126.3 256.7 | CLNC DEL 125.3 | UNICOM 122.7 (CTAF) 1 |
|-----------------|-------------------------------------|-------------------|--------------------------|





| | | | | |
|---------------------------|----------------------|--------------------|----------------------|----------------------|
| REIL Rwy 5, 13, and 23 1 | | | | |
| MIRL Rwy 5-23 and 13-31 1 | | | | |
| Procedure Turn NA | | | | |
| WEPDU 4000 | | | | |
| YUKPU 3400 | | | | |
| RW31 | | | | |
| 4.4 NM 6.1 NM | | | | |
| CATEGORY | A | B | C | D |
| LNAV/ VNAV DA | 2286-1¼ 401 (400-1¼) | | | |
| LNAV MDA | 2240-1 355 (400-1) | | | 2240-1¼ 355 (400-1¼) |
| CIRCLING | 2480-1 565 (600-1) | 2500-1 585 (600-1) | 2500-1½ 585 (600-1½) | 2540-2 625 (700-2) |

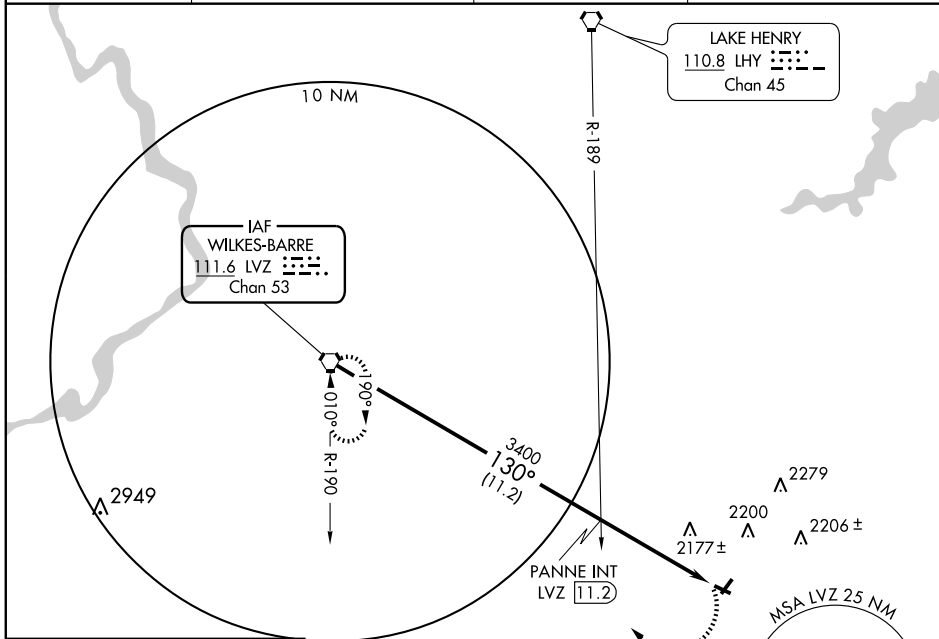
NE-4: 22 OCT 2009 to 19 NOV 2009

| | | | |
|------------|---------|----------|------|
| VORTAC LVZ | APP CRS | Rwy Idg | 3947 |
| 111.6 | 130° | TDZE | 1884 |
| Chan 53 | | Apt Elev | 1916 |

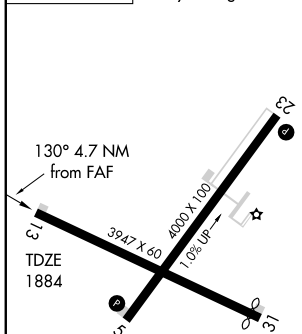
VOR RWY 13

MOUNT POCONO/ POCONO MOUNTAINS MUNI (MPO)

| | | | |
|---|----------------------|--|----------------|
|   NA | | MISSED APPROACH: Climbing right turn to 4000 direct LVZ VORTAC and hold. | |
| ASOS | WILKES-BARRE APP CON | CLNC DEL | UNICOM |
| 120.275 | 126.3 256.7 | 125.3 | 122.7 (CTAF) 0 |



ELEV 1916 Rwy 31 Idg 3768'


REIL Rwy 5, 13, and 23
MIRL Rwy 5-23 and 13-31

| | | | | | |
|-------------------|------|------|------|------|------|
| FAF to MAP 4.7 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

| | | | | | |
|-------------------|-----------------------|-----------------------|-------------------------|-------------------------|--|
| VORTAC | | 4000 | | LVZ 111.6 | |
| Procedure Turn NA | | 130° | | PANNE INT LVZ 11.2 | |
| | | 3400 | | LVZ 14.3 | |
| | | 2.96° | | LVZ 15.9 | |
| | | TCH 45 | | | |
| | | 11.2 NM | | 3.1 NM | |
| | | 1.6 | | | |
| CATEGORY | A | B | C | D | |
| S-13 | 2440-1 | 556 (600-1) | 2440-1½ 556 (600-1½) | 2440-1¾ 556 (600-1¾) | |
| CIRCLING | 2480-1 564 (600-1) | 2500-1 584 (600-1) | 2500-1½ 584 (600-1½) | 2540-2 624 (700-2) | |

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 73001 W19A | APP CRS 183° | Rwy Idg TDZE Apt Elev | 3599 523 523 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 19

MYERSTOWN/ DECK (9D4)

V DME/DME RNP-0.3 NA. Use Reading Rgnl altimeter setting, if not received use Harrisburg Intl altimeter setting and increase DA to 854 and all MDAs 20 feet.

A NA

MISSED APPROACH: Climb to 4000 direct JUKUL and climbing right turn via 285° track to BAARN and hold.

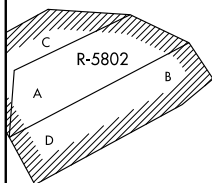
READING ASOS
127.1

HARRISBURG APP CON
118.25 269.45

UNICOM
122.8 (CTAF) 1

Procedure NA for arrivals at RAV VORTAC via airway radials 114 CW 136.

(IAF) RAVINE RAV
3300 NoPT 097° (11.1)



3300 NoPT 045° (19.9)
134° 314°
4 NM
BAARN

Procedure NA for arrivals at BAARN via V12 westbound.

5 NM
183° 003°
(IAF) JUPAS
3300 NoPT 242° (5.9)
(IF/IAF) WASUR
2800 183° (14.3)
1570 1690 Δ 1914 ±

1560
JONOB
(FAF) PEGDE
2600 183° (1.8)
800 Δ 811 ±
860 Δ

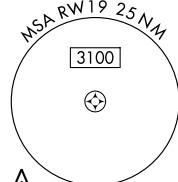
RWY 19

789

1943 Δ

1375 Δ

JUKUL



1390

1414 Δ

ELEV 523

183° to RWY 19

61

TDZE 523

3766 X 50

0.3% UP

1

MIRL Rwy 1-19 1
REIL Rws 1 and 19 1

5 NM Holding Pattern

WASUR

JONOB

PEGDE

RWY 19

3300 003° 183°

2800

183°

2600

GS 3.00°
TCH 50

4.3 NM

1.8 NM

6.3 NM

| CATEGORY | A | B | C | D |
|----------|----------|-------------|---------------------------------|----|
| LPV DA | 837 - 1 | | 314 (400-1) | NA |
| LNAV MDA | 1180 - 1 | 657 (700-1) | 1180 - 1 3/4 657 (700-1 3/4) | NA |
| CIRCLING | 1180 - 1 | 657 (700-1) | 1180 - 1 3/4 657 (700-1 3/4) | NA |

| | | |
|--|------------------------|---|
| VORTAC RAV 114.6 Chan 93 | APP CRS 145° | Rwy Idg TDZE Apt Elev N/A 522 |
|--|------------------------|---|

VOR/DME or GPS-A

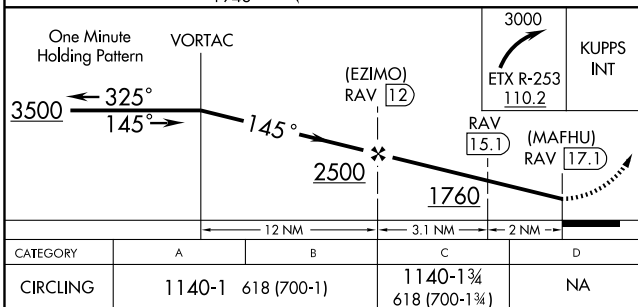
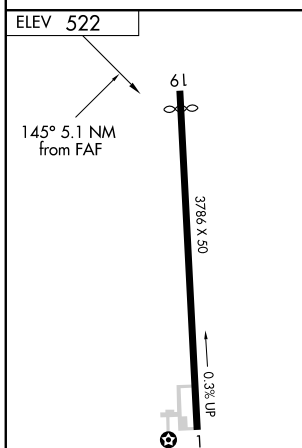
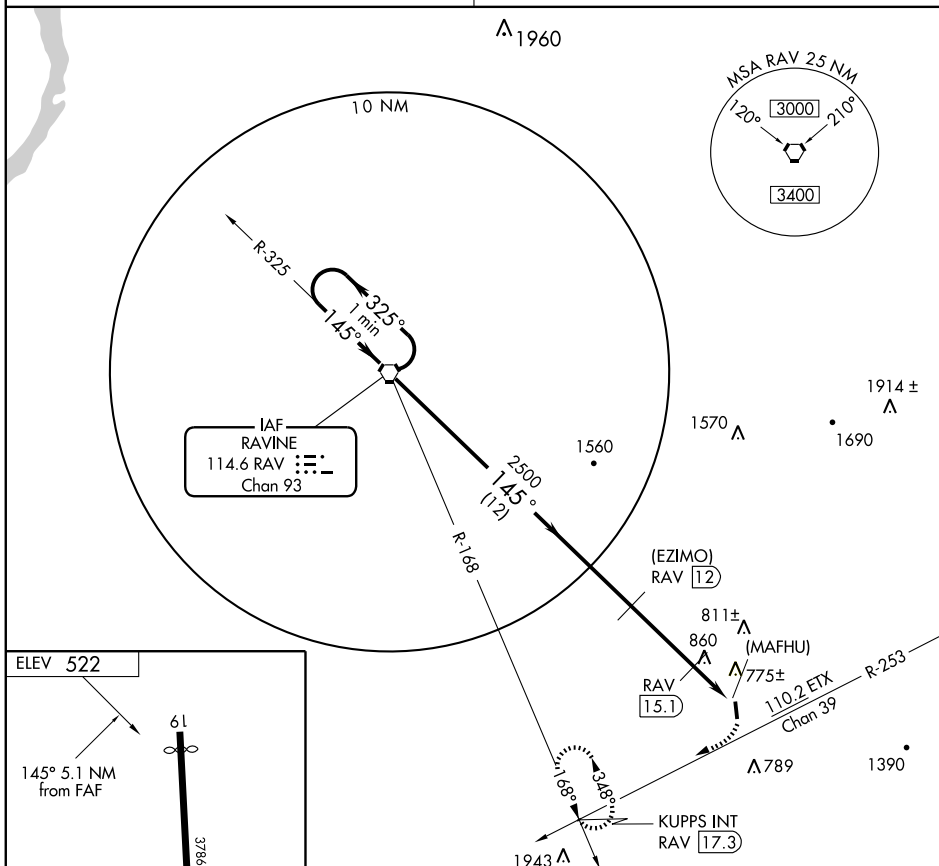
MYERSTOWN/ DECK (9D4)

▼ Use Harrisburg Intl, PA altimeter setting.
▲ NA If not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 3000, intercept the ETX VORTAC R-253 to KUPPS Int and hold.

HARRISBURG APP CON
118.25 269.45

UNICOM
122.8 (CTAF) 0



NDB RWY 23

NEW CASTLE MUNI (UCP)

T

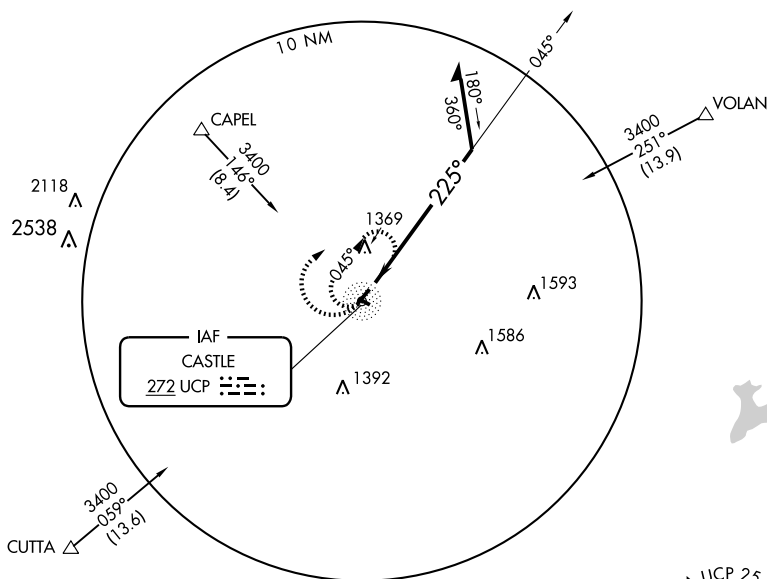
ANA

MISSED APPROACH: Climbing right turn to 3000 in the UCP NDB holding pattern.

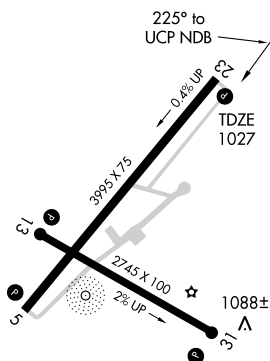
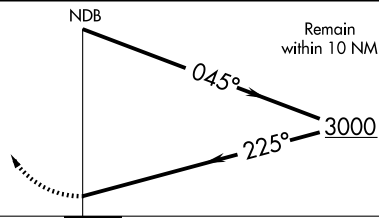
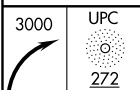
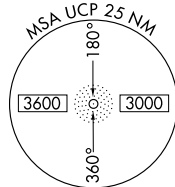
ASOS
124.175

YOUNGSTOWN/
WARREN ASOS
123.750

YOUNGSTOWN APP CON ★
133.95 322.3

UN|COM
123.0 (CTAF) **L**


ELEV 1070


REIL Rwy 5 and 23 **L**MIRL Rwy 5-23 **L**

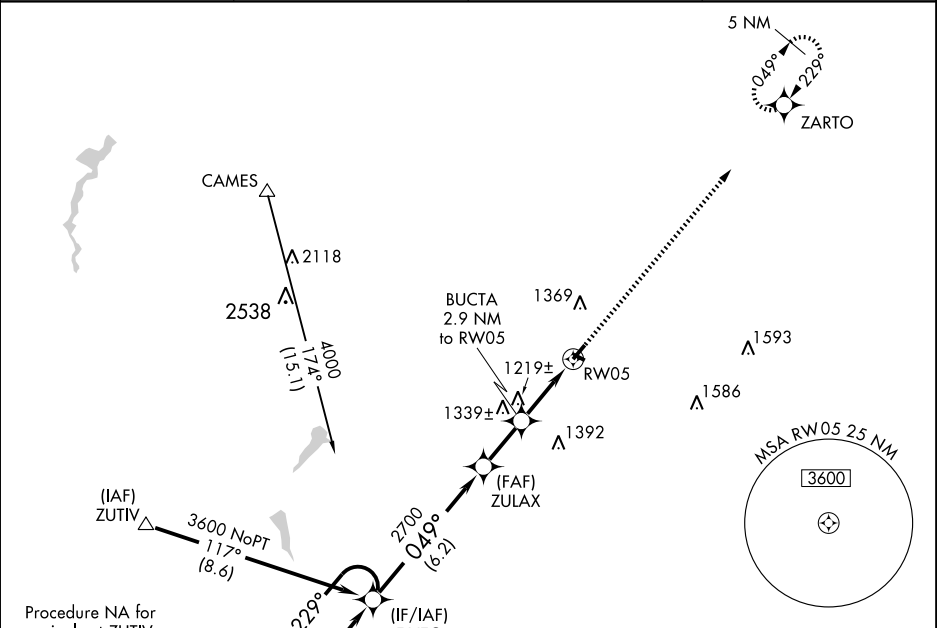
| CATEGORY | A | B | C | D |
|----------|--------------------------|--------------------------|------------------------|----|
| S-23 | 2000-1¼ 973 (1000-1¼) | 2000-1½ 973 (1000-1½) | 2000-3 973 (1000-3) | NA |
| CIRCLING | 2000-1¼ 930 (1000-1¼) | 2000-1½ 930 (1000-1½) | 2000-3 930 (1000-3) | NA |

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 78005 W05A | APP CRS 049° | Rwy Idg TDZE Apt Elev | 3995 1027 1070 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 5
NEW CASTLE MUNI (UCP)

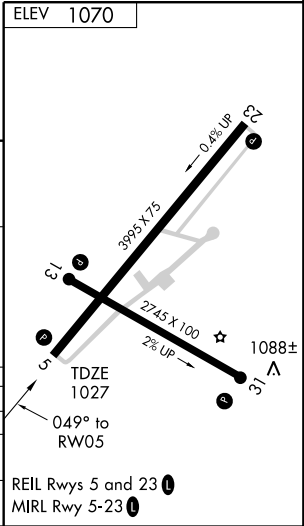
| | | |
|---|---|--|
|  NA | When local altimeter setting not received, use Youngstown/Warren altimeter setting and increase all DA 61 feet and all MDA 80 feet and LPV all Cats, LNAV Cat C and Circling Cat C visibilities ¼ mile. Circling Rwy 13/31 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. | MISSED APPROACH: Climb to 3000 direct ZARTO and hold. |
|---|---|--|

| | | | |
|------------------------|--|---|---|
| ASOS 124.175 | YOUNGSTOWN/ WARREN ASOS 123.750 | YOUNGSTOWN APP CON ★ 133.95 322.3 | UNICOM 123.0 (CTAF)  |
|------------------------|--|---|---|



Procedure NA for arrivals at ZUTIV via V337 NW Bnd.

| | | | | | | |
|----------------------|-----------------------|-----------------------|-------------------------|------|------|-------|
| 5 NM Holding Pattern | FIVEG | ZULAX | BUCTA 2.9 NM to RW05 | RW05 | 3000 | ZARTO |
| 3600 | 229° | 049° | 2700 | 2000 | | |
| GS 3.00° | | | | | | |
| TCH 53 | | | | | | |
| CATEGORY | A | B | C | D | | |
| LPV DA | 1307-1 | 280 (300-1) | | NA | | |
| LNAV MDA | 1480-1 | 453 (500-1) | 1480-1¼ 453 (500-1¼) | NA | | |
| CIRCLING | 1580-1 510 (600-1) | 1700-1 630 (700-1) | 1700-1¾ 630 (700-1¾) | NA | | |



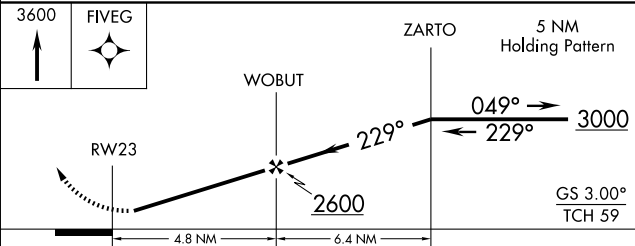
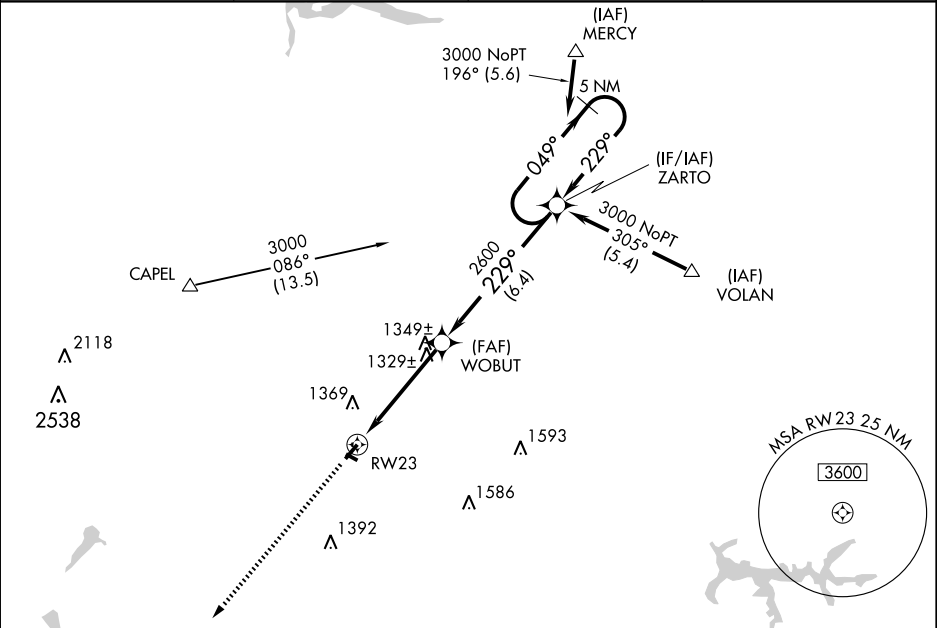
| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 45605 W23A | APP CRS 229° | Rwy Idg TDZE Apt Elev | 3995 1027 1070 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 23
NEW CASTLE MUNI (UCP)

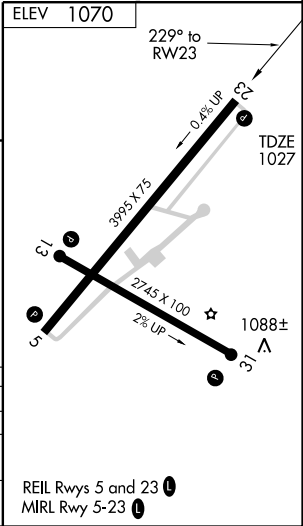
▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ NA When local altimeter setting not received, use Youngstown/Warren altimeter setting and increase all DA 61 feet and all MDA 80 feet and LPV All Cats, LNAV Cat C, and Circling Cat C visibilities ¼ mile. Circling to Rwy 13/31 NA at night.

MISSED APPROACH:
Climb to 3600 direct FIVEG and hold.

| | | | |
|------------------------|--|---|--|
| ASOS 124.175 | YOUNGSTOWN/ WARREN ASOS 123.750 | YOUNGSTOWN APP CON ★ 133.95 322.3 | UNICOM 123.0 (CTAF) 1 |
|------------------------|--|---|--|



| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|-------------------------|----|
| LPV DA | 1288-1 | 261 (300-1) | | NA |
| LNAV MDA | 1580-1 | 553 (600-1) | 1580-1½ 553 (600-1½) | NA |
| CIRCLING | 1580-1 510 (600-1) | 1700-1 630 (700-1) | 1700-1¾ 630 (700-1¾) | NA |

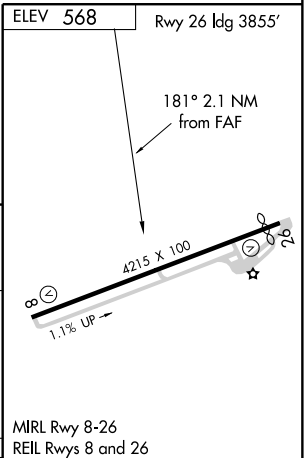
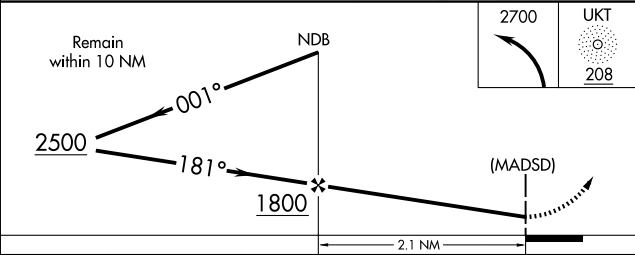
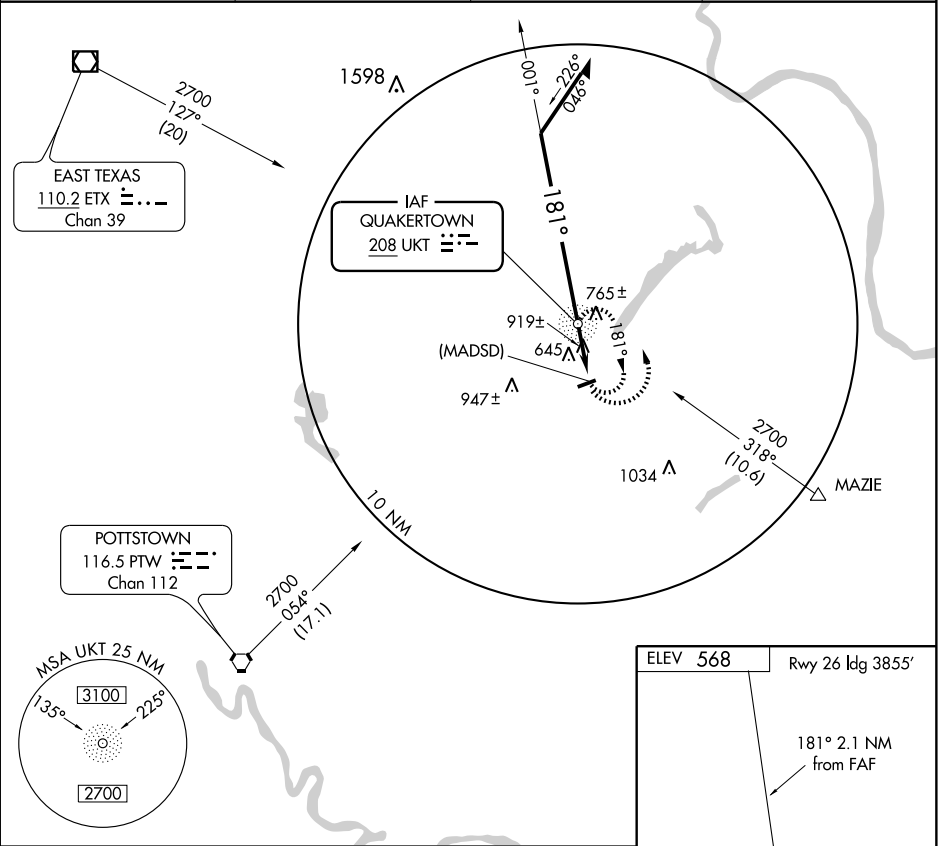


| | | | |
|-----------------------|------------------------|-----------------------------|---------------------------------|
| NDB UKT 208 | APP CRS 181° | Rwy Idg TDZE Apt Elev | N/A N/A 568 |
|-----------------------|------------------------|-----------------------------|---------------------------------|

NDB or GPS-A
PERKASIE/ PENNRIDGE (CKZ)

| | |
|---|--|
| If local altimeter setting not received, use Allentown altimeter setting and increase all MDAs 60 feet. | MISSED APPROACH: Climbing left turn to 2700 direct UKT NDB and hold. |
|---|--|

| | | | |
|--------------------------|--|---------------------------|-------------------------------|
| AWOS-3 126.325 | PHILADELPHIA APP CON 123.8 291.7 | CLNC DEL 118.55 | UNICOM 123.0 (CTAF) |
|--------------------------|--|---------------------------|-------------------------------|




| CATEGORY | A | B | C | D |
|----------|--------------------|---|--------------------|----|
| CIRCLING | 1240-1 672 (700-1) | | 1240-2 672 (700-2) | NA |

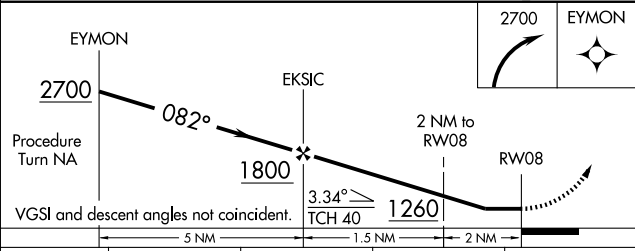
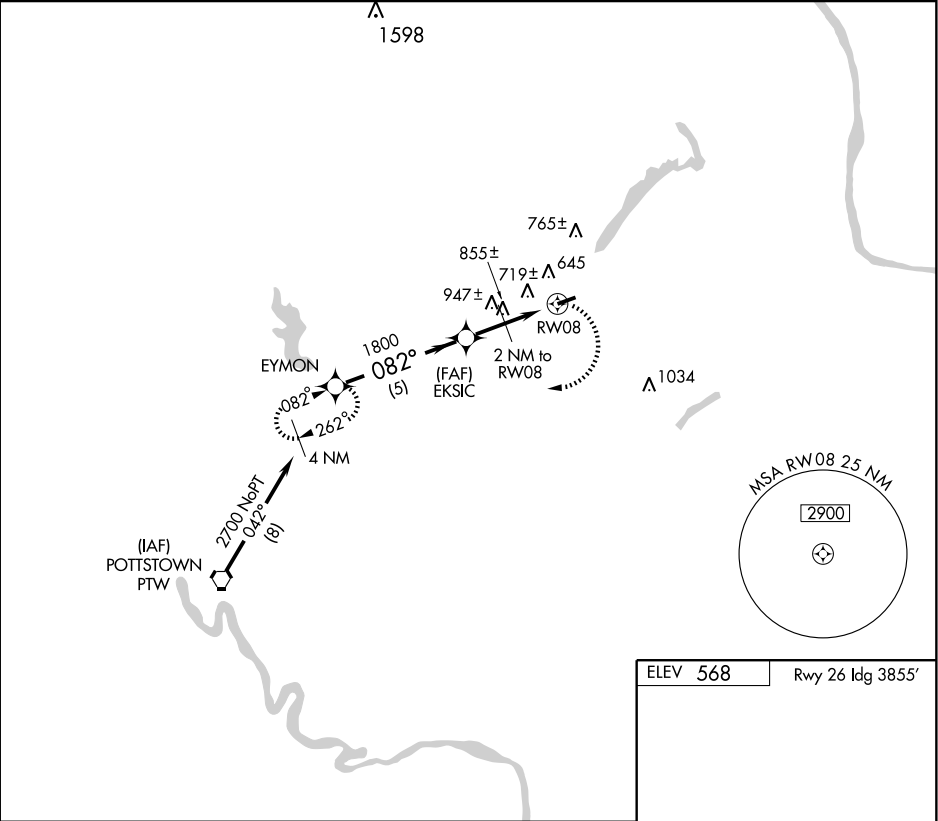
| FAF to MAP 2.1 NM | | | | | |
|-------------------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:06 | 1:24 | 1:03 | 0:50 | 0:42 |

| | | |
|-----------------|-----------------------------|--------------------|
| APP CRS 082° | Rwy Idg TDZE Apt Elev | 4215 557 568 |
|-----------------|-----------------------------|--------------------|

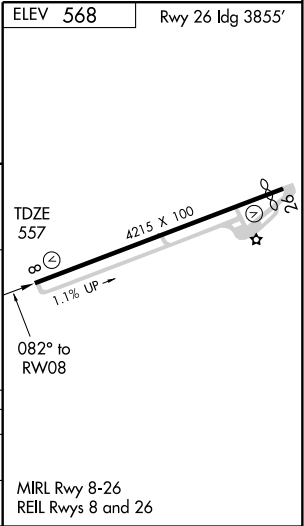
RNAV (GPS) RWY 8
PERKASIE/PENNRIDGE (CKZ)

| | | |
|--|---|---|
|  NA | GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. | MISSED APPROACH: Climbing right turn to 2700 direct EYMON WP and hold. |
|--|---|---|

| | | | |
|-------------------|-------------------------------------|--------------------|------------------------|
| AWOS-3 126.325 | PHILADELPHIA APP CON 123.8 291.7 | CLNC DEL 118.55 | UNICOM 123.0 (CTAF) |
|-------------------|-------------------------------------|--------------------|------------------------|





| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------|----|
| LNAV MDA | 1060-1 | 503 (600-1) | 1060-1½ 503 (600-1½) | NA |
| CIRCLING | 1260-1 | 692 (700-1) | 1260-2 692 (700-2) | NA |



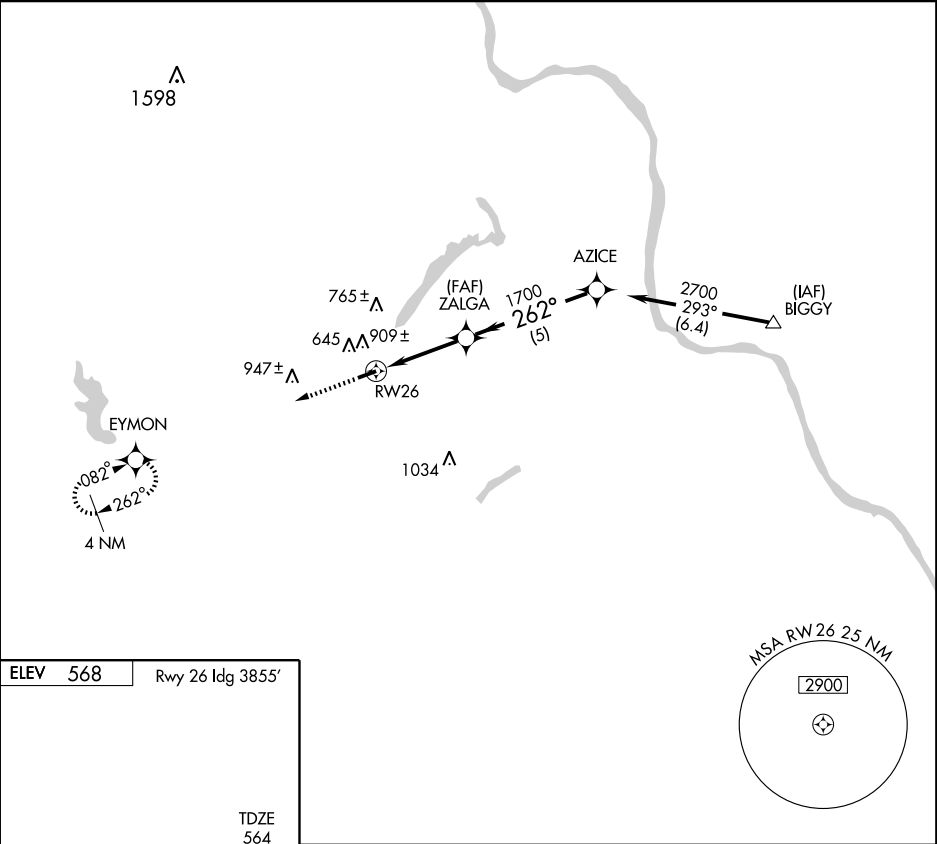
| | | |
|---------|----------|-------|
| APP CRS | Rwy Idg | 3855' |
| 262° | TDZE | 564 |
| | Apt Elev | 568 |

RNAV (GPS) RWY 26

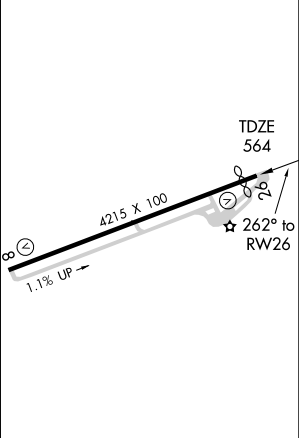
PERKASIE/ PENNRIDGE (CKZ)


| | |
|--|--|
|  GPS or RNP-0.3 required. | MISSED APPROACH: Climb to 2700 via 262° course to EYMON WP and hold. |
|  NA | |

| | | | |
|---------|----------------------|----------|--------------|
| AWOS-3 | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
| 126.325 | 123.8 291.7 | 118.55 | 123.0 (CTAF) |



| | |
|----------|------------------|
| ELEV 568 | Rwy 26 Idg 3855' |
|----------|------------------|



| | | | | |
|----------|----------|---|-----------------------|-------------------|
| | 2700 | EYMON | | |
| | CRS 262° |  | | |
| | | ZALGA | | AZICE |
| | | 1700 | | 2700 |
| | | ≤ 2.95° | | Procedure Turn NA |
| | | TCH 40 | | |
| | | 3.5 NM | 5 NM | |
| CATEGORY | A | B | C | D |
| LNAV MDA | 960-1 | 396 (400-1) | | NA |
| CIRCLING | 1260-1 | 692 (700-1) | 1260-2 692 (700-2) | NA |

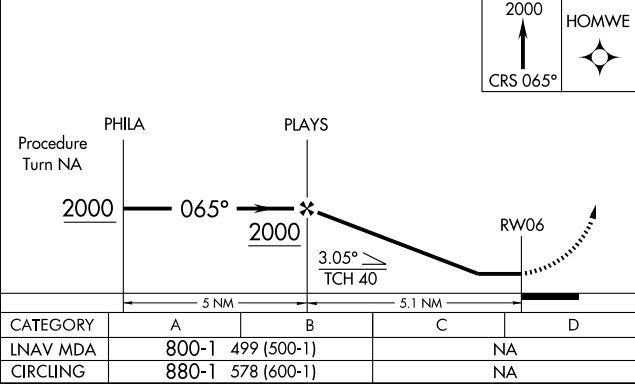
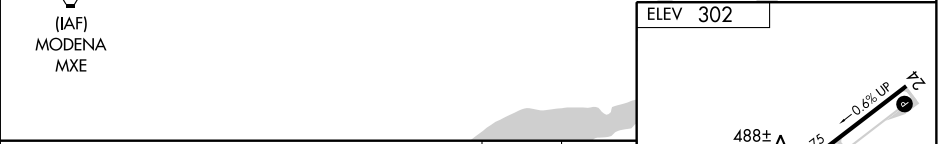
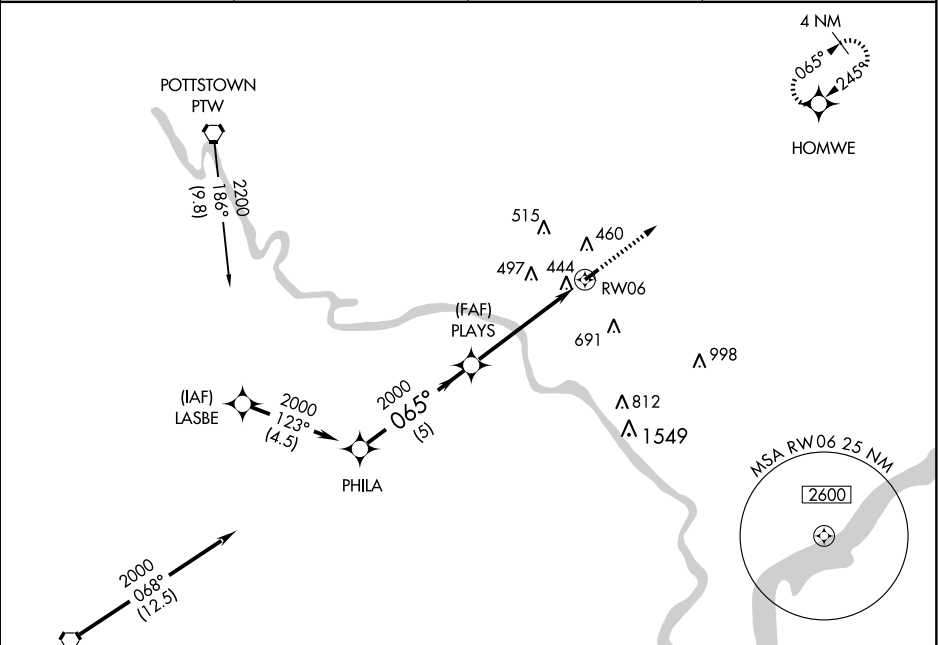
| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 3523 |
| 065° | TDZE | 301 |
| | Apt Elev | 302 |

RNAV (GPS) RWY 6

PHILADELPHIA / WINGS FIELD (LOM)

| | | |
|----|---|--|
| NA | GPS or RNP -0.3 required. DME/DME RNP -0.3 NA. | MISSED APPROACH: Climb to 2000 via 065° course to HOMWE WP and hold. |
|----|---|--|

| | | | |
|-------------------|--|--------------------|------------------------|
| AWOS-3 118.925 | PHILADELPHIA APP CON 126.85 263.125 | CLNC DEL 118.55 | UNICOM 123.0 (CTAF) |
|-------------------|--|--------------------|------------------------|



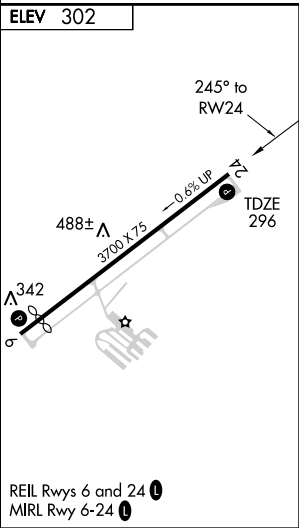
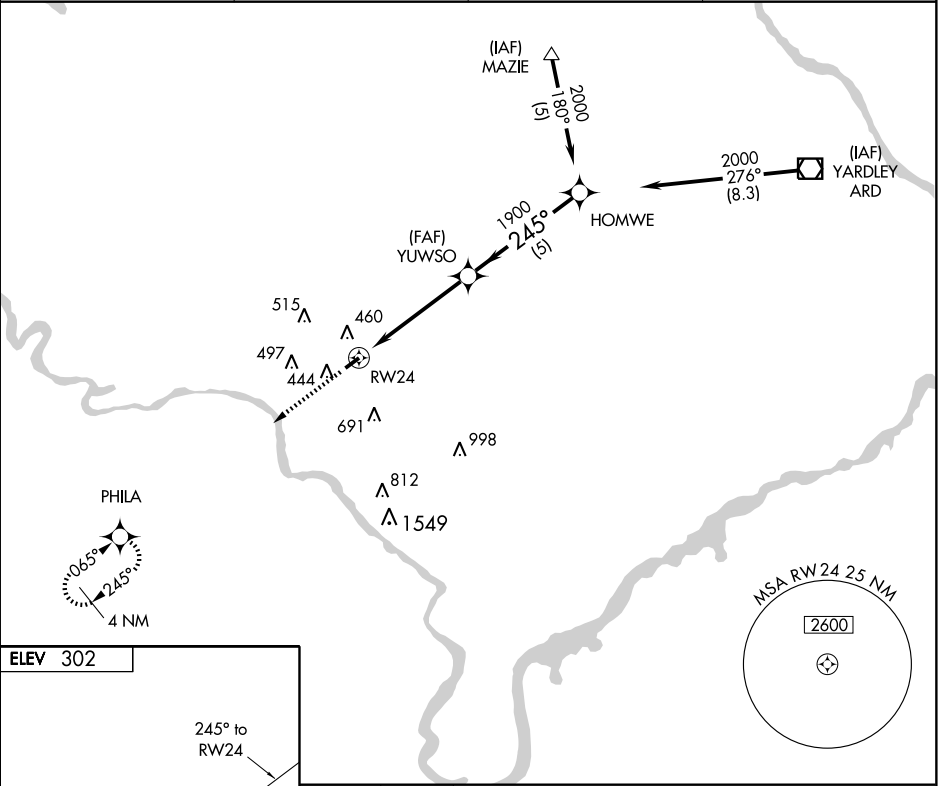
REIL Rwy 6 and 24
MIRL Rwy 6-24

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 3700 |
| 245° | TDZE | 296 |
| | Apt Elev | 302 |

RNAV (GPS) RWY 24
PHILADELPHIA / WINGS FIELD (LOM)

| | | |
|-----------|---|---|
| ▼ ▲ NA | GPS or RNP -0.3 required. DME/DME RNP -0.3 NA. | MISSED APPROACH: Climb to 2000 via 245° course to PHILA WP and hold. |
|-----------|---|---|

| | | | |
|-------------------|--|--------------------|--------------------------|
| AWOS-3 118.925 | PHILADELPHIA APP CON 126.85 263.125 | CLNC DEL 118.55 | UNICOM 123.0 (CTAF) 0 |
|-------------------|--|--------------------|--------------------------|



| | | | | | |
|-----------------------|-------|-------------------|----|---|--|
| 2000 ↑ CRS 245° | PHILA | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| RW24 | | Procedure Turn NA | | | |
| 4.9 NM | | 5 NM | | | |
| CATEGORY | A | B | C | D | |
| LNAV MDA | 800-1 | 504 (500-1) | NA | | |
| CIRCLING | 880-1 | 578 (600-1) | NA | | |

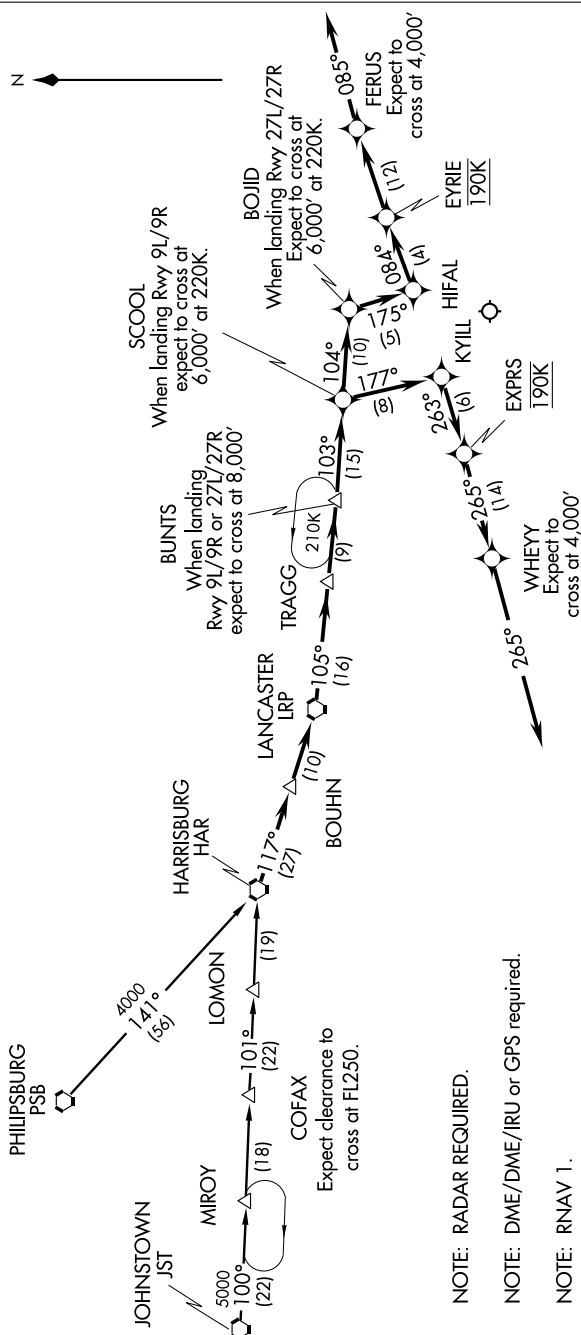


JOHNSTOWN TRANSITION (JST.BOID1)
PHILPSBURG TRANSITION (PSB.BOID1)

ATIS ARR 133.4
PHILADELPHIA APP CON
128.4 273.575
PHILADELPHIA FINAL CONTROL
125.4 263.125
PHILADELPHIA TOWER
118.5 327.05
(Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05
(Rwy 9R/27L)
GND CON
121.9 348.6
CLNC DEL
118.85 348.6

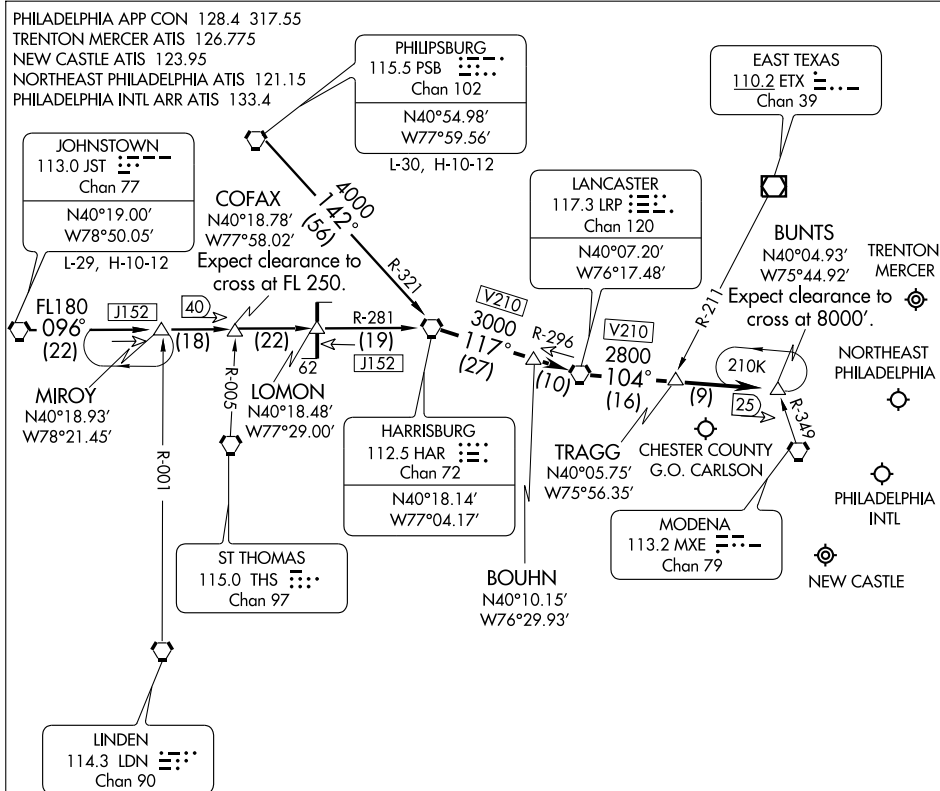
... From HARRISBURG VORTAC, thence BOUHN, thence LANCASTER VORTAC, thence TRAGG, thence BUNTS,

WHEN PHILADELPHIA INTL IS LANDING RWYS 26, 27L/27R, thence SCOO, thence BOJID, thence HIFAL, thence EYRIE, thence FERUS, depart FERUS heading 085° Expect radar vectors to final approach course. WHEN PHILADELPHIA INTL IS LANDING RWYS 9L/9R, thence SCOO, thence KYILL, thence EXPRS, thence WHEYY, depart WHEYY heading 265°. Expect radar vectors to final approach course.



BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NOTE: This STAR is for aircraft capable of 250K IAS or greater.

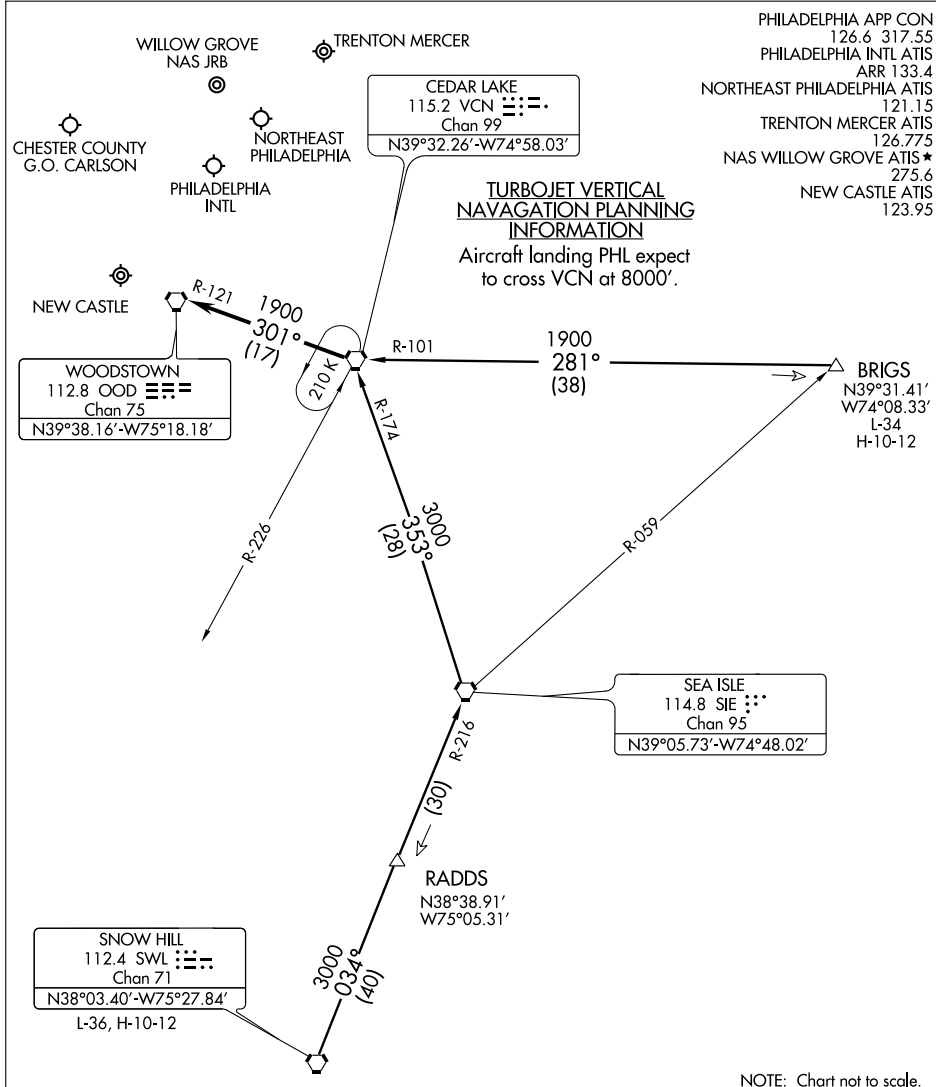
NOTE: Chart not to scale.

JOHNSTOWN TRANSITION (JST.BUNTS1):PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

CEDAR LAKE EIGHT ARRIVAL

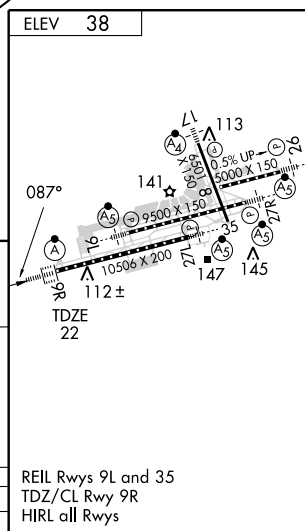
PHILADELPHIA, PENNSYLVANIA




CONVERGING ILS RWY 9R

MISSED APPROACH: Climbing right turn to 3000 direct OOD VORTAC and hold.

* 3000 when authorized by ATC.




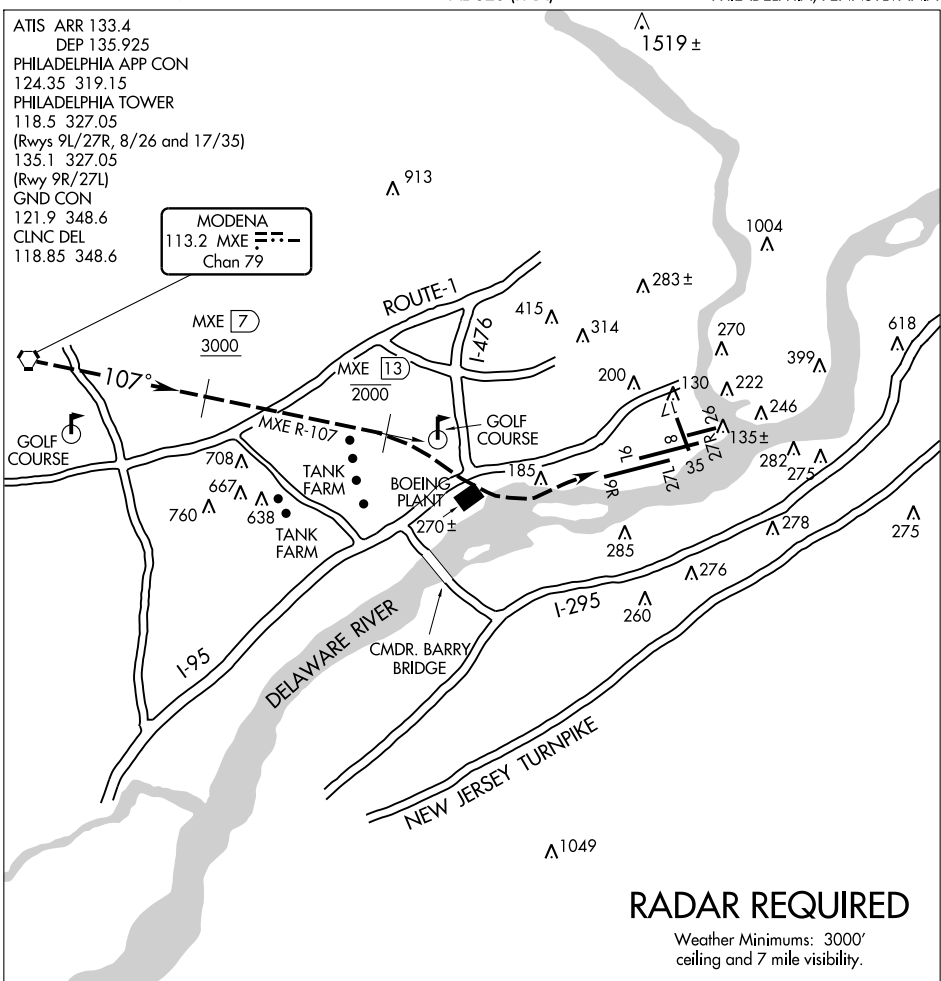
| | | |
|--|---|---|
| <p>▼ Inoperative table does not apply.</p> <p>▲ Visibility reduction by helicopters NA.</p> <p>▲ Simultaneous converging approaches authorized with Rwy 9R</p> | <p>MALSF</p> <p>  </p> | <p>MISSED APPROACH: Climbing left turn to 3000 direct PNE VOR and hold.</p> |
|--|---|---|

PHILADELPHIA, PENNSYLVANIA



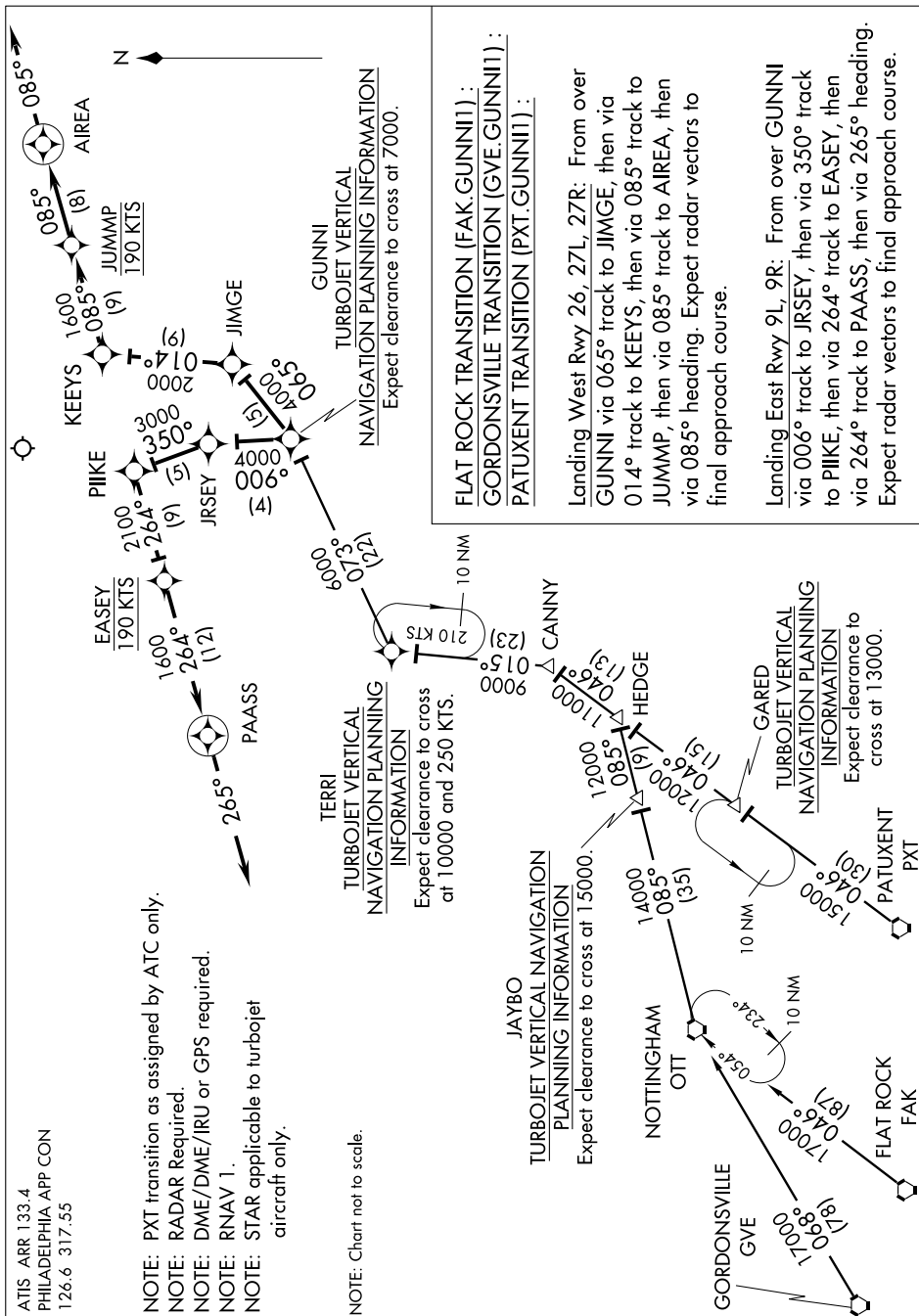
PHILADELPHIA INTL (PHL)
PHILADELPHIA, PENNSYLVANIA

MODENA
113.2 MXE 
Chan 79



| | | | | | | | | | | | | | | | | | | | | | | | |
|--|------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| | 1 NM | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|--|------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|

Expect aircraft to be utilizing a simultaneous visual or ILS approach to Rwy 9R during this operation.



▼

** RVR 1800 authorized with the use of FD or AP or HUD to DA.

27R

MALSR

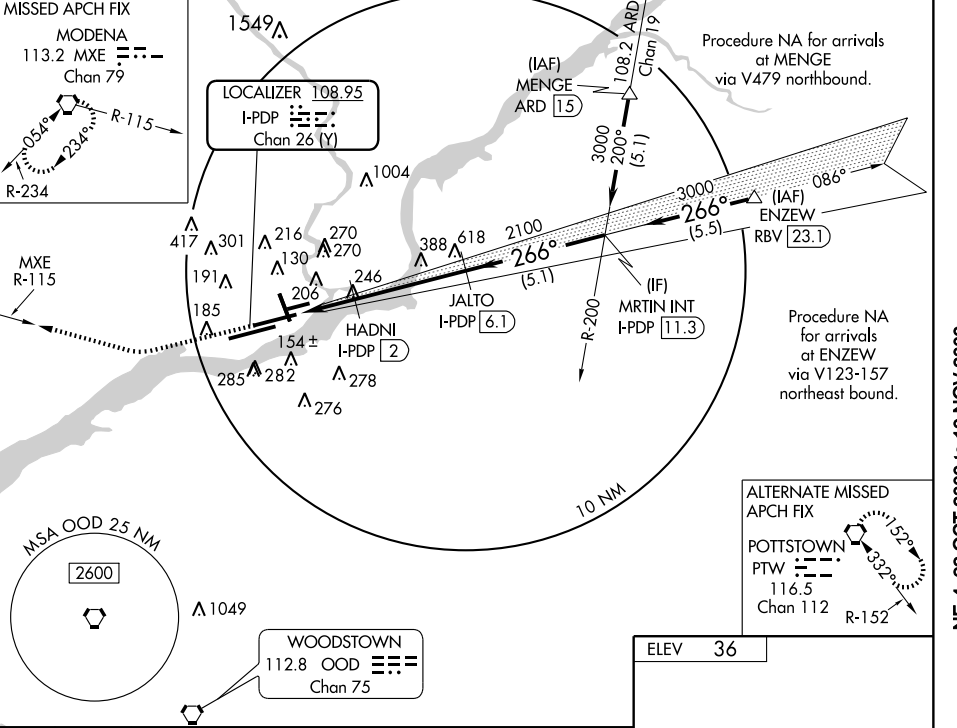
27L

MALSR

MISSED APPROACH:

Climb to 1500, then climbing right turn to 3000 via MXE VORTAC R-115 to MXE VORTAC and hold.

| | | | | |
|-------------|----------------------|--|-------------|--------------|
| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
| ARR 133.4 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) | 121.9 348.6 | 118.85 348.6 |
| DEP 135.925 | | 135.1 327.05 (Rwy 9R/27L) | | |



1500

↑

3000

↷

MXE
R-115

MXE

⬡

JALTO

I-PDP [6.1]

2100

MRTIN INT

I-PDP [11.3]

3000

Procedure Turn NA

HADNI

I-PDP [2]

266°

2100

GS 3.00°
TCH 52

VGSI and ILS glidepath not coincident.

I-PDP [0.2]

I-PDP

DME ANT.

0.2

2 NM

4.1 NM

5.1 NM

*740

*LOC only

CATEGORY

A

B

C

D

S-ILS 27R

** 211/24

200 (200-½)

S-LOC 27R

500/24

489 (500-½)

500/40
489 (500-¾)

500/50
489 (500-1)

SIDESTEP 27L

500 -1

490 (500-1)

500-1 ½
490 (500-1 ½)

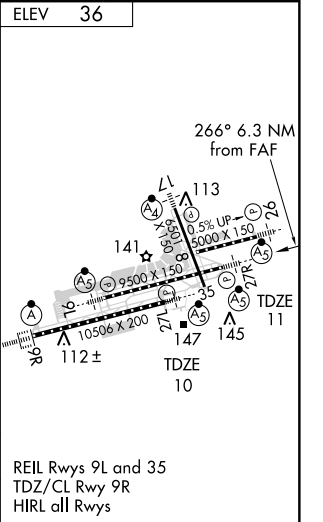
CIRCLING

540 -1
504 (600-1)

640 -1
604 (700-1)

640-1¾
604 (700-1¾)

640-2
604 (700-2)



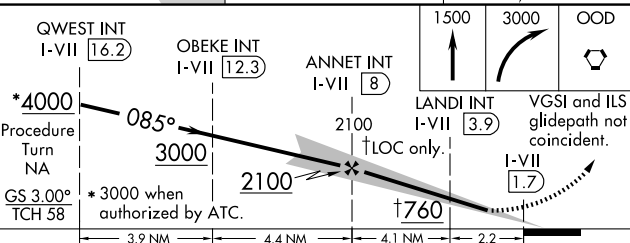
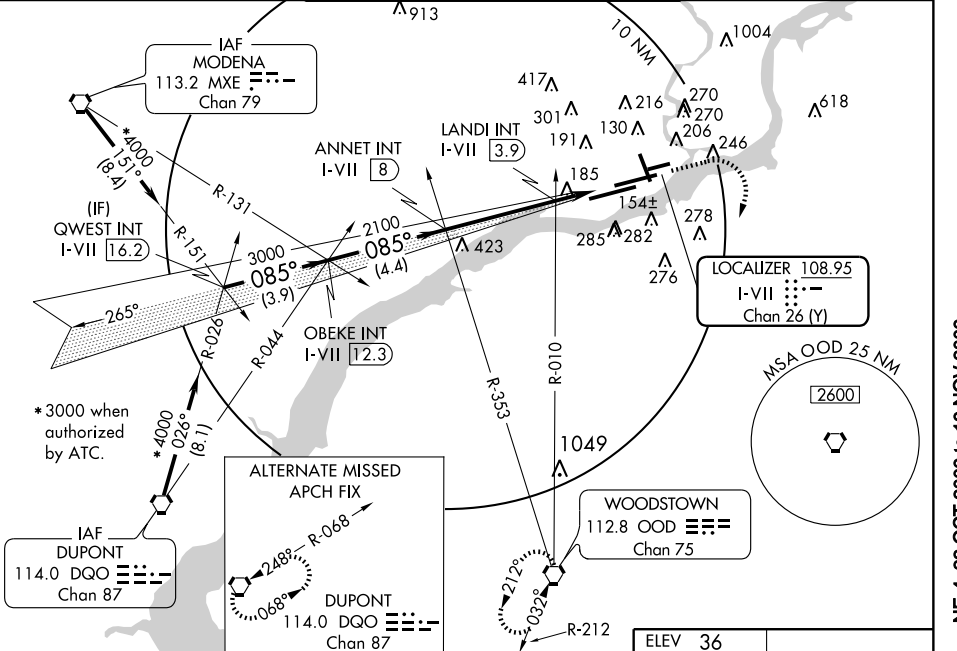
▼
▲

** RVR 1800 authorized with use of FD or AP or HUD to DA.

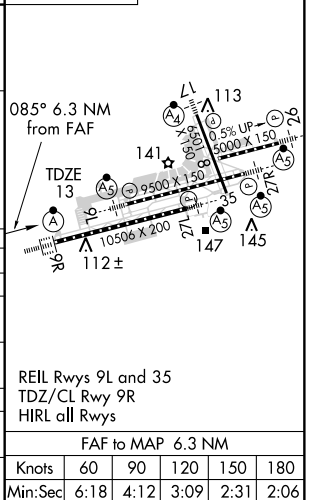
MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

| | | | | |
|--|--|---|-------------------------------|---------------------------------|
| ATIS ARR 133.4 DEP 135.925 | PHILADELPHIA APP CON 124.35 319.15 | PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L) | GND CON 121.9 348.6 | CLNC DEL 118.85 348.6 |
|--|--|---|-------------------------------|---------------------------------|



| CATEGORY | A | B | C | D |
|--------------------|-----------------------|-------------------------------------|---|---|
| S-ILS 9L | ** 213/24 200 (200-½) | | | |
| S-LOC 9L | 760/24 747 (800-½) | 760/40 747 (800-¾) | 760-1¾ 747 (800-1¾) | 760-2 747 (800-2) |
| CIRCLING | 760-1 724 (800-1) | 760-1¼ 724 (800-1¼) | 760-2¼ 724 (800-2¼) | 760-2 ½ 724 (800-2½) |
| LANDI FIX MINIMUMS | | | | |
| S-LOC 9L | 440/24 504 (600-1) | 427 (500-½) 640-1 604 (700-1) | 440/40 427 (500-¾) 640-1¾ 604 (700-1¾) | 440/50 427 (500-1) 640-2 604 (700-2) |
| CIRCLING | 540-1 504 (600-1) | 640-1 604 (700-1) | 640-1¾ 604 (700-1¾) | 640-2 604 (700-2) |



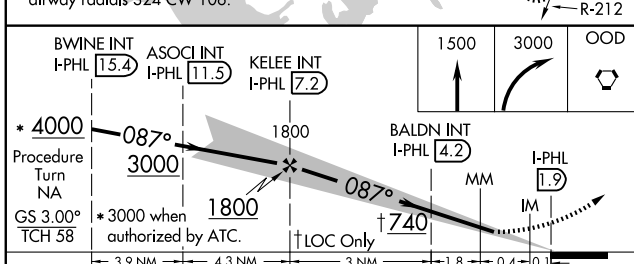
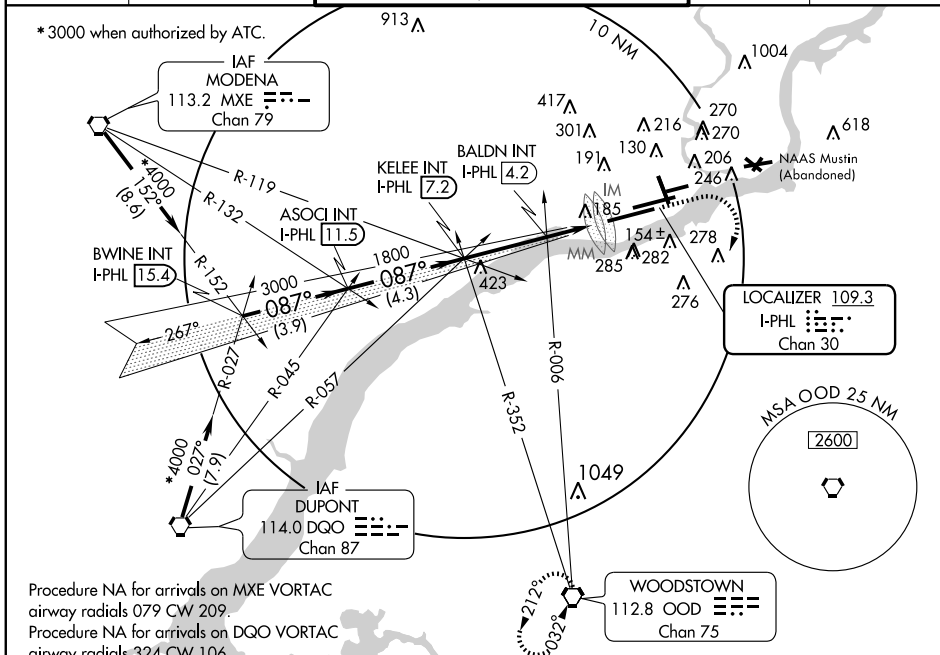
NE-4: 22 OCT 2009 to 19 NOV 2009

| | | | |
|---|------------------------|-----------------------------|--|
| LOC/DME I-PHL 109.3 Chan 30 | APP CRS 087° | Rwy Idg TDZE Apt Elev | 10506 21 36 |
|---|------------------------|-----------------------------|--|

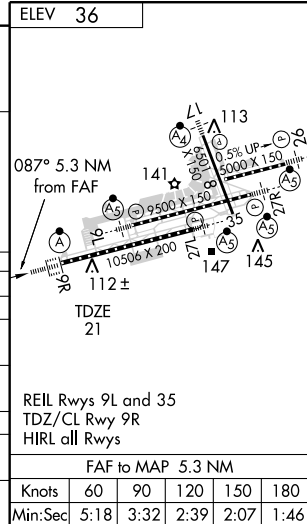
ILS or LOC RWY 9R

PHILADELPHIA INTL (PHL)

| | | | | | | | | | |
|---|--|----------------------|--|---|--|-------------|--|--------------|--|
| <div><div><div></div><div></div></div><div><div></div><div></div></div></div> | | | | <div>ALSF-2</div> <div><div></div><div></div></div> | MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold. | | | | |
| ATIS | | PHILADELPHIA APP CON | | PHILADELPHIA TOWER | | GND CON | | CLNC DEL | |
| ARR 133.4 | | 124.35 319.15 | | 118.5 327.05 | | 121.9 348.6 | | 118.85 348.6 | |
| DEP 135.925 | | | | (Rwys 9L/27R, 8/26 and 17/35) (Rwy 9R/27L) | | | | | |



| CATEGORY | A | B | C | D |
|--------------------|--------------------|---------------------|---------------------|---------------------|
| S-ILS 9R | 221/18 200 (200-½) | | | |
| S-LOC 9R | 740/24 719 (800-½) | 740-1½ 719 (800-1½) | 740-2 704 (800-2) | 740-1¾ 719 (800-1¾) |
| CIRCLING | 740-1 704 (800-1) | 740-2 704 (800-2) | 740-2 704 (800-2) | 740-2½ 704 (800-2½) |
| BALDN FIX MINIMUMS | | | | |
| S-LOC 9R | 580/24 559 (600-½) | 580/50 559 (600-1) | 580/60 559 (600-1¼) | |
| CIRCLING | 580-1 544 (600-1) | 640-1 604 (700-1) | 640-1¾ 604 (700-1¾) | 640-2 604 (700-2) |



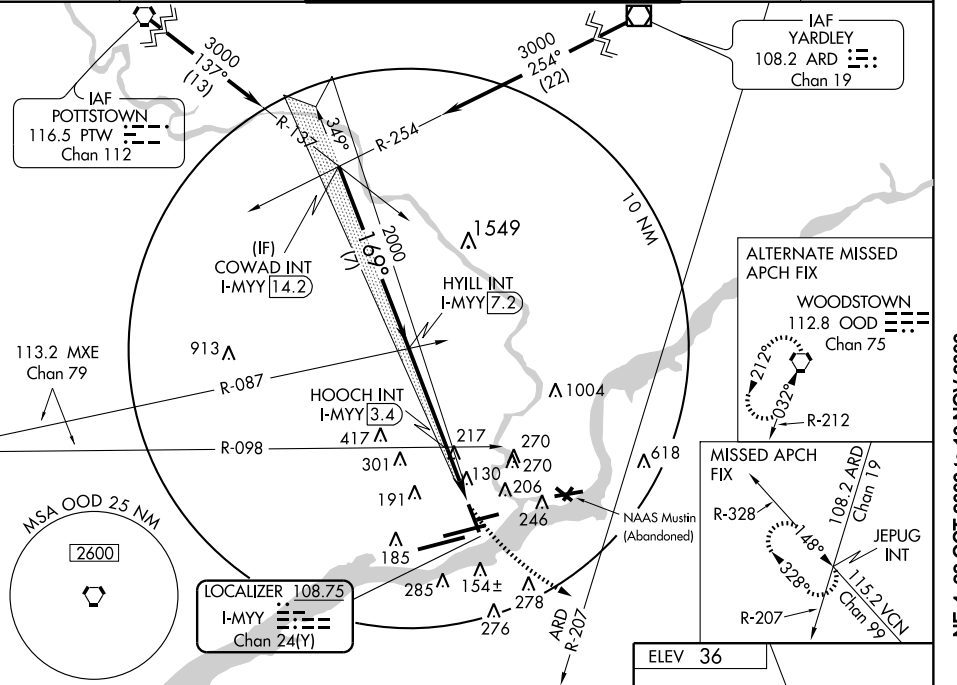
Inoperative table does not apply.
 Visibility reduction by helicopter NA.

MALSF

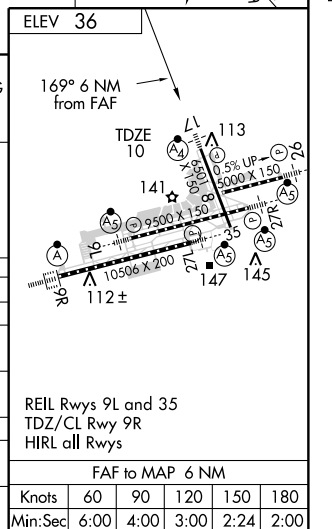
=

MISSED APPROACH: Climb to 3000 via heading 155° and ARD R-207 to JEPUG INT and hold.

| | | | | |
|--|--|---|-------------------------------|---------------------------------|
| ATIS ARR 133.4 DEP 135.925 | PHILADELPHIA APP CON 124.35 319.15 | PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L) | GND CON 121.9 348.6 | CLNC DEL 118.85 348.6 |
|--|--|---|-------------------------------|---------------------------------|



| | | | | |
|---|-----------------------|------------------------|------------------------|------------------------|
| Procedure Turn NA GS 3.00° TCH 52 | | | | |
| 3000 169° 2000 2000 *780 *LOC only. | | | | |
| 7 NM 3.8 NM 2.2 NM | | | | |
| CATEGORY | A | B | C | D |
| S-ILS 17 | 260/50 250 (300-1) | | | |
| S-LOC 17 | 780/50 770 (800-1) | 780/60 770 (800-1¼) | 780-2¼ 770 (800-2¼) | 780-2½ 770 (800-2½) |
| CIRCLING | 780-1 744 (800-1) | 780-1¼ 744 (800-1¼) | 780-2¼ 744 (800-2¼) | 780-2½ 744 (800-2½) |
| HOOCH FIX MINIMUMS | | | | |
| S-LOC 17 | 480/50 | 470 (500-1) | 480/60 470 (500-1¼) | 480-1½ 470 (500-1½) |
| CIRCLING | 540-1 504 (600-1) | 640-1 604 (700-1) | 640-1¾ 604 (700-1¾) | 640-2 604 (700-2) |



NE-4: 22 OCT 2009 to 19 NOV 2009

ILS unusable from .60 NM inbound to threshold.

MALS R

AS

MISSED APPROACH: Climb to 1500, then climbing left turn to 3000 direct OOD VORTAC and hold.

| | | | | |
|-------------|----------------------|--|-------------|--------------|
| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
| ARR 133.4 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) | 121.9 348.6 | 118.85 348.6 |
| DEP 135.925 | | 135.1 327.05 (Rwy 9R/27L) | | |

1549

△ 913

417 △ 301 △ 191 △ 185 △ 285

△ 216 270 △ 206 246 △ 154 ± 278 △ 276

1004 △ NAAS Mustin (Abandoned)

618 △ 3000 265° (2.9)

TORNE I-GLC [8.6] RADAR

GLOUS I-GLC [5.9] RADAR

FESTI I-GLC [11.4] RADAR

085°

3000 293° (26.7)

IAF COYLE 113.4 CYN Chan 81

10 NM

MSA OOD 25 NM

2600

LOCALIZER 109.3 I-GLC Chan 30

WOODSTOWN 112.8 OOD Chan 75

△ 1049

212° 032° R-212

ELEV 36

1500 3000 OOD

VGSI and ILS glidepath not coincident.

I-GLC [0.4]

GLOUS I-GLC [5.9] RADAR 2100

TORNE I-GLC [8.6] RADAR 2100*

FESTI I-GLC [11.4] RADAR 3000

Procedure Turn NA

GS 3.10° TCH 50

0.6 5.5 NM 2.7 NM 2.9 NM

| CATEGORY | A | B | C | D |
|-----------|--------------------|---|---------------------|---------------------|
| S-ILS 27L | 257/24 247 (300-½) | | | |
| S-LOC 27L | 660/24 650 (700-½) | | 660/60 650 (700-1¼) | 660-1½ 650 (700-1½) |
| CIRCLING | 660-1 624 (700-1) | | 660-1¾ 624 (700-1¾) | 660-2 624 (700-2) |

265° 8.1 NM from FAF

113 141 145 147 112 ±

0.5% UP 1500 X 150

9500 X 150

10506 X 200

TDZE 10

REIL Rwys 9L and 35 TDZ/CL Rwy 9R HIRL all Rwys

FAF to MAP 8.1 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:06 | 5:24 | 4:03 | 3:14 | 2:42 |

NE-4: 22 OCT 2009 to 19 NOV 2009

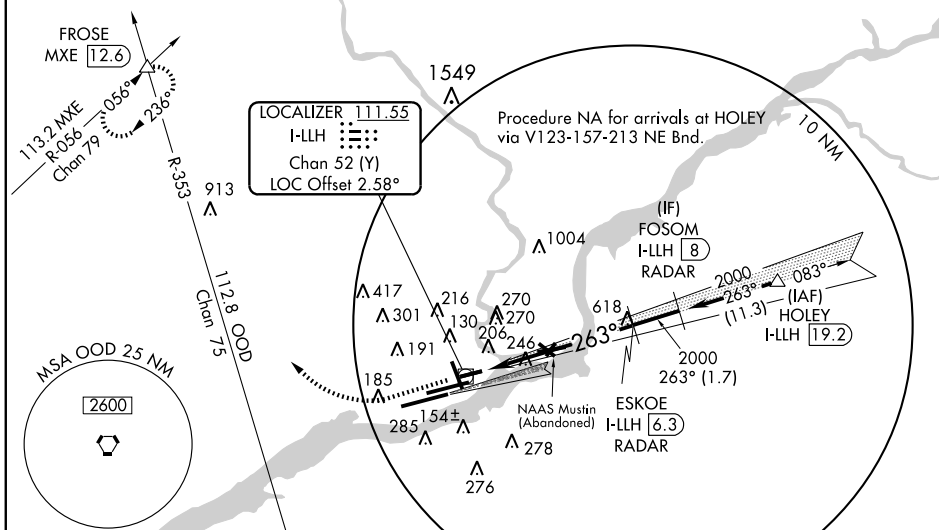
PHILADELPHIA INTL (PHL)

T Simultaneous Close Parallel approaches authorized with ILS PRM Rwy 27L. Procedure not authorized when glideslope not available. Dual VHF Comm Required. See additional requirements on PRM Information page. Inoperative table does not apply.

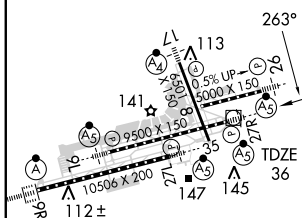
MISSED APPROACH: Climb to 800, then climbing right turn to 3000 via heading 310° and OOD VORTAC R-353 to FROSE Int/MXE 12.6 DME and hold.

| | | | | | | | | |
|-----|----------------------|----------------------|--------------|------------------|---|--------------------|--|---------------------|
| ARR | ATIS 133.4 | PHILADELPHIA APP CON | 118.5 | 327.05 | PHILADELPHIA TOWER (Rwys 9L/27R, 8/26 and 17/35) | GND CON | | CLNC DEL |
| DEP | 135.925 | 124.35 319.15 | 135.1 | 327.05 | (Rwy 9R/27L) | 121.9 348.6 | | 118.85 348.6 |
| | | | | PRM 123.6 | | | | |

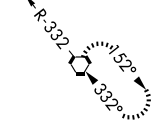
RADAR REQUIRED



ELEV 36



ALTERNATE MISSED
APCH FIX



POTTSTOWN
116.5 PTW 
Chan 112

| | | | | | | | |
|----------|---------------------|--------------|--------------|---|---|---|-------------------------|
| 800 ↑ | 3000 hdg 310° | OOD R-353 | FROSE △ | ESKOE I-LLH 6.3 RADAR 2000 263° 2000 | | FOSOM I-LLH 8 RADAR 2000 263° 2000 GS 3.15° TCH 50 | Procedure Turn NA |
| | | 5.6 NM | | 1.7 NM | | | |
| CATEGORY | A | | B | | C | D | |
| S-ILS 26 | 286/40 | | 250 (300-34) | | | NA | |

REIL Rwy 9L and 35
TDZ/CL Rwy 9R
HRL all Rwy

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:

*When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 26 approach. If later advised to expect an ILS 26 approach, the ILS/PRM 26 chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The monitor controller's transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The MVA in the final approach segment is 1800 feet at Philadelphia Intl Airport.

- (b) Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation** Descending on ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure. (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to PHL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the New York or Washington ARTCC as soon as practical, but at least 100 miles from PHL.

(SIMULTANEOUS CLOSE PARALLEL)

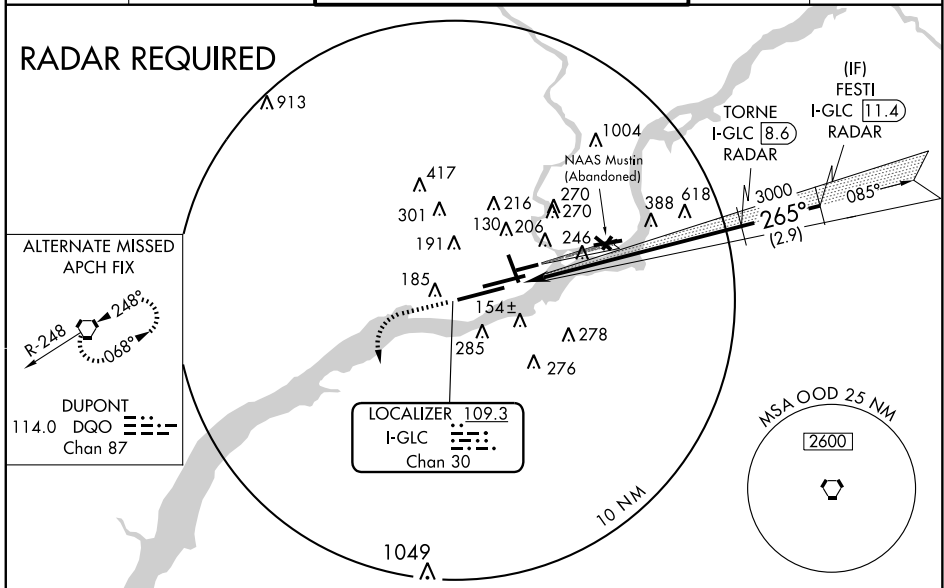
PHILADELPHIA INTL (PHL)



MISSED APPROACH: Climb to 1500, then climbing left turn to 3000 direct OOD VORTAC and hold.

| | | | | |
|--|--|---|-------------------------------|---------------------------------|
| ATIS ARR 133.4 DEP 135.925 | PHILADELPHIA APP CON 124.35 319.15 | PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L) PRM 120.425 | GND CON 121.9 348.6 | CLNC DEL 118.85 348.6 |
|--|--|---|-------------------------------|---------------------------------|

RADAR REQUIRED



NE-4. 22 OCT 2009 to 19 NOV 2009

WOODSTOWN
112.8 OOD
Chan 75

1500 3000 OOD

ILS unusable from 0.6 NM to Thld. VGSI and ILS glidepath not coincident.

TORNE I-GLC 8.6 RADAR
FESTI I-GLC 11.4 RADAR

GLOUS I-GLC 5.9 RADAR

Procedure Turn NA

GS 3.10°
TCH 50

6.1 NM 2.7 NM 2.9 NM

| CATEGORY | A | B | C | D |
|-----------|----------------------|---|---|---|
| S-ILS 27L | 257/24 247 (300-1/2) | | | |

ELEV 36

265°

113

141

147

145

112±

10506 X 200

10500 X 150

0.5% UP

TDZE 10

REIL Rwy 9L and 35
TDZ/CL Rwy 9R
HURL all Rwy

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:

*When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 27L approach. If later advised to expect an ILS 27L approach, the ILS/PRM 27L chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 27L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The monitor controller's transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The MVA in the final approach segment is 1800 feet at Philadelphia Intl Airport.
- (b) Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

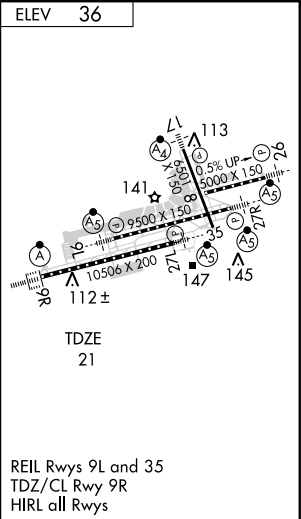
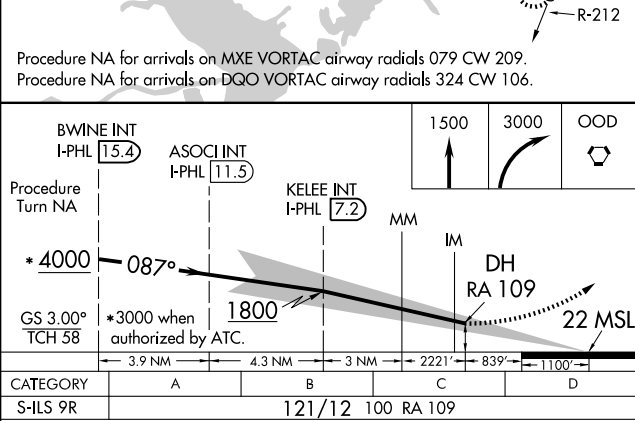
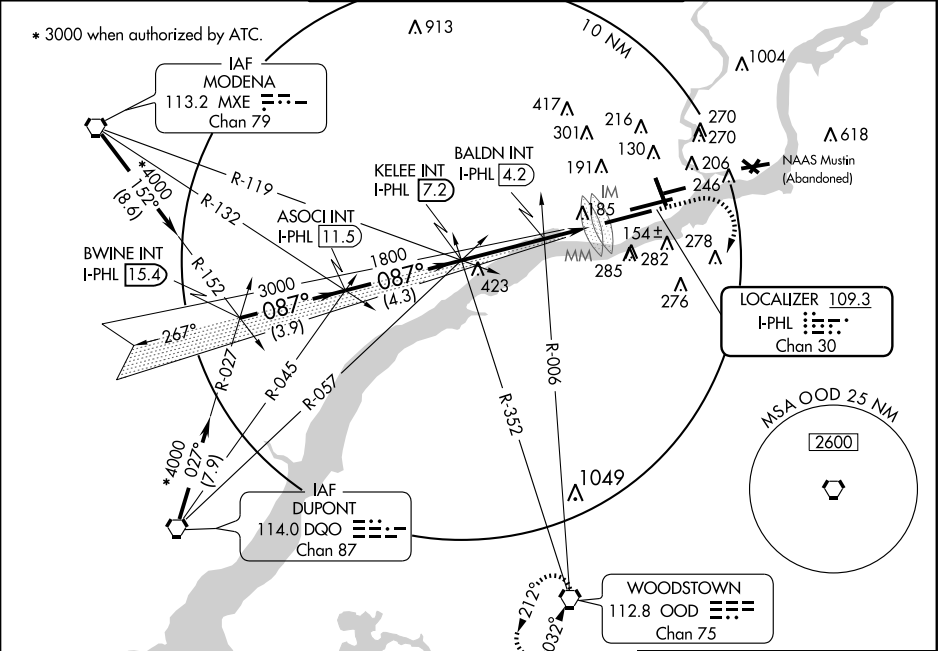
"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation** Descending on ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure. (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to PHL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the New York or Washington ARTCC as soon as practical, but at least 100 miles from PHL.

| | | | |
|---------------|---------|----------|-------|
| LOC/DME I-PHL | APP CRS | Rwy Idg | 10506 |
| 109.3 | 087° | TDZE | 21 |
| Chan 30 | | Apt Elev | 36 |

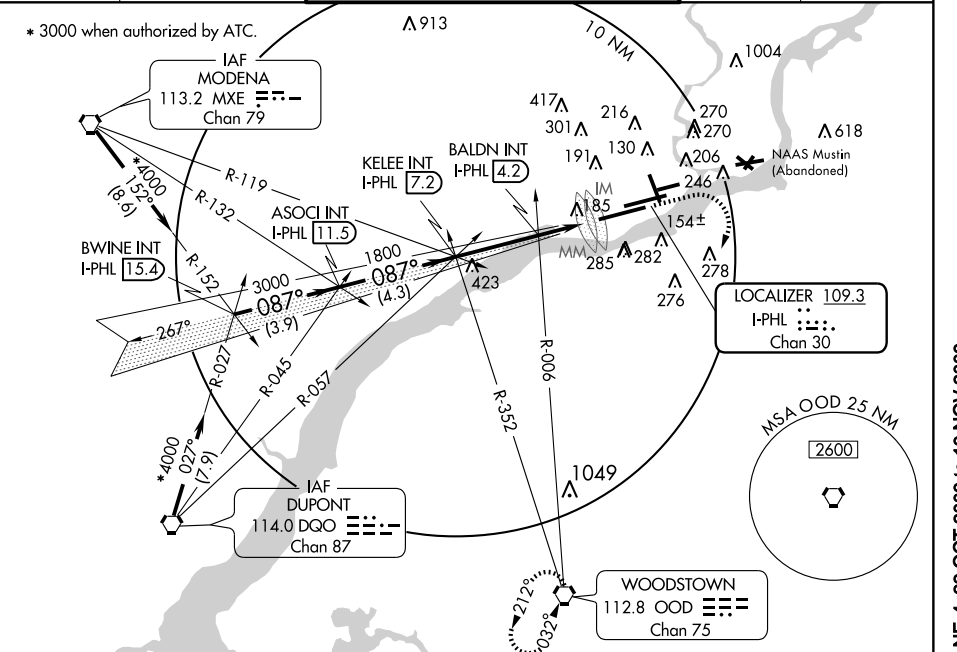
| | | | | | | | | | | |
|--|---------|----------------------|--------|---|--------|---|---------|-------|----------|-------|
| <div><div><div></div><div></div></div></div> | | | | <div>ALSF-2</div> <div><div><div></div><div></div></div><div><div></div><div></div></div></div> | | <div>MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.</div> | | | | |
| ATIS | | PHILADELPHIA APP CON | | PHILADELPHIA TOWER | | | GND CON | | CLNC DEL | |
| ARR | 133.4 | 124.35 | 319.15 | 118.5 | 327.05 | (Rwys 9L/27R, 8/26 and 17/35) | 121.9 | 348.6 | 118.85 | 348.6 |
| DEP | 135.925 | | | 135.1 | 327.05 | (Rwy 9R/27L) | | | | |



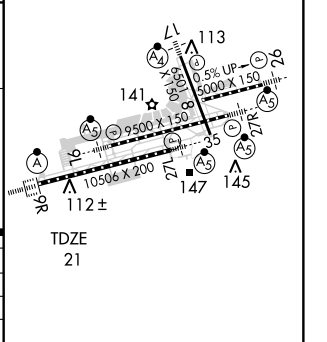
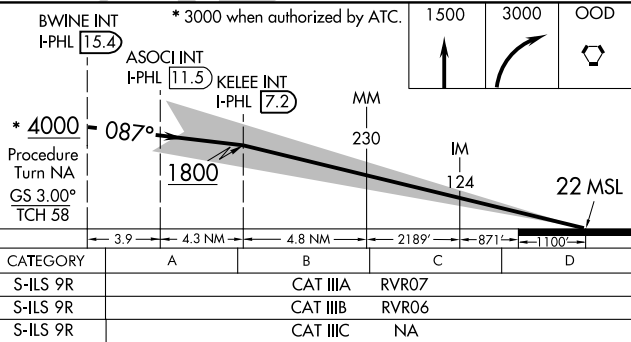
CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

| | | | |
|---------------|---------|----------|-------|
| LOC/DME I-PHL | APP CRS | Rwy Idg | 10506 |
| 109.3 | 087° | TDZE | 21 |
| Chan 30 | | Apt Elev | 36 |

| | | | | | | | |
|----------------------------------|--|---------------------------------------|--|---|--|------------------------|--------------------------|
| ATIS ARR 133.4 DEP 135.925 | | PHILADELPHIA APP CON 124.35 319.15 | | PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L) | | GND CON 121.9 348.6 | CLNC DEL 118.85 348.6 |
|----------------------------------|--|---------------------------------------|--|---|--|------------------------|--------------------------|



Procedure NA for arrivals on MXE VORTAC airway radials 079 CW 209.
Procedure NA for arrivals on DQO VORTAC airway radials 324 CW 106.



CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4: 22 OCT 2009 to 19 NOV 2009

| | | |
|---|------------------------|---|
| LOC/DME FLLH 111.55 Chan 52 (Y) | APP CRS 263° | Rwy Idg 5000 TDZE 38 Apt Elev 38 |
|---|------------------------|---|

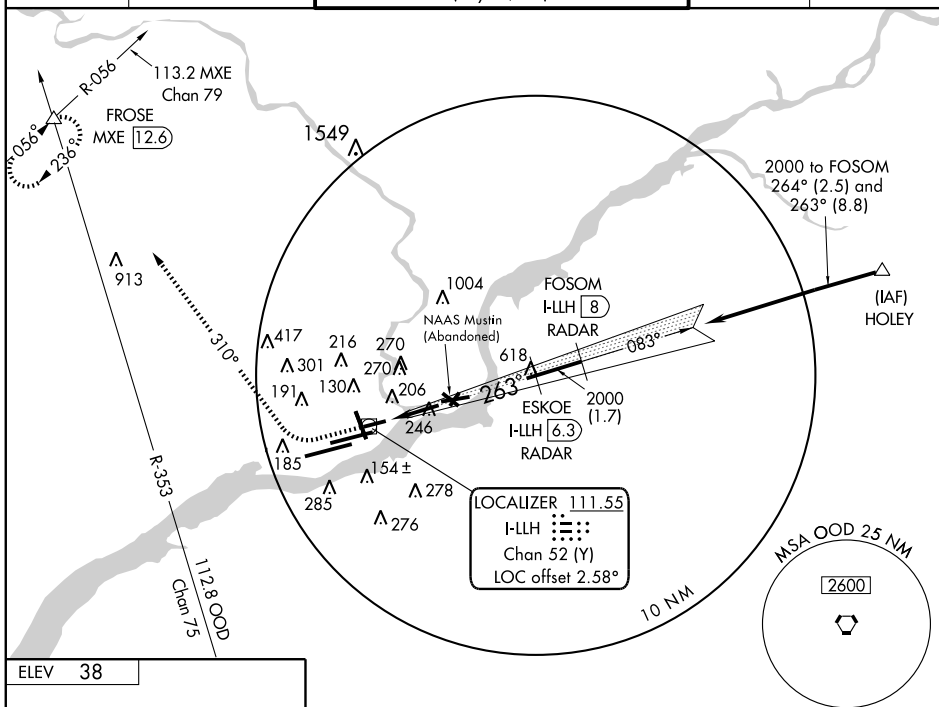
ILS RWY 26
PHILADELPHIA INTL (PHL)

T Inoperative table does not apply to S-ILS 26 all Cats.
A For inoperative MALSR, increase S-LOC 26 Cat A and B visibility to RVR 5000. Radar or DME required.

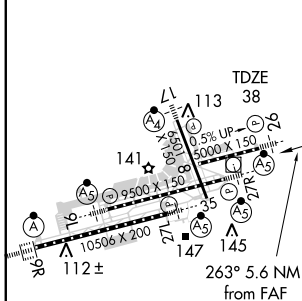
MALSR
A5

MISSED APPROACH: Climb to 800, then climbing right turn to 3000 via heading 310° and OOD VORTAC R-353 to FROSE Int and hold.

| | | | | | | |
|-------|---------|----------------------|--------------------|--------------------------------------|-------------|--------------|
| ARR | ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | | GND CON | CLNC DEL |
| 133.4 | | | 118.5 | 327.05 (Rwys 9L/27R, 8/26 and 17/35) | | |
| DEP | 135.925 | 124.35 319.15 | 135.1 | 327.05 (Rwy 9R/27L) | 121.9 348.6 | 118.85 348.6 |



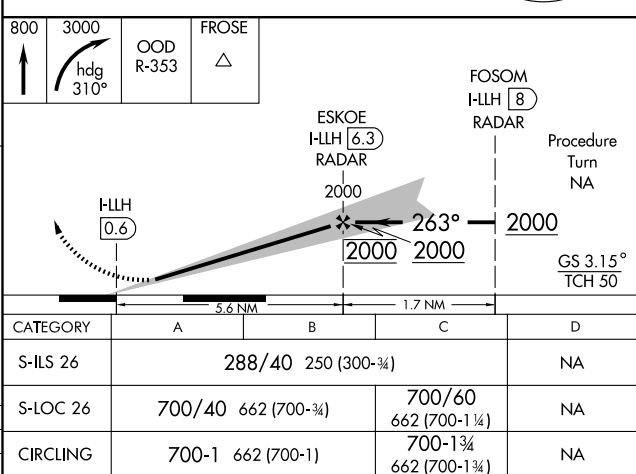
| | |
|------|----|
| ELEV | 38 |
|------|----|



REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

FAF to MAP 5.6 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |



| | | |
|--|------------------------|---|
| LOC/DME I-PDP 108.95 Chan 26 (Y) | APP CRS 266° | Rwy Idg 9500 TDZE 11 Apt Elev 36 |
|--|------------------------|---|

ILS RWY 27R (CAT II)

PHILADELPHIA INTL (PHL)

Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSPEC approval or LOA for this runway.

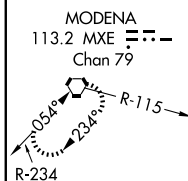
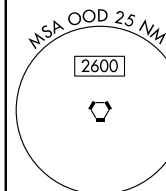
MALSR



MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via MXE VORTAC R-115 to MXE VORTAC and hold.

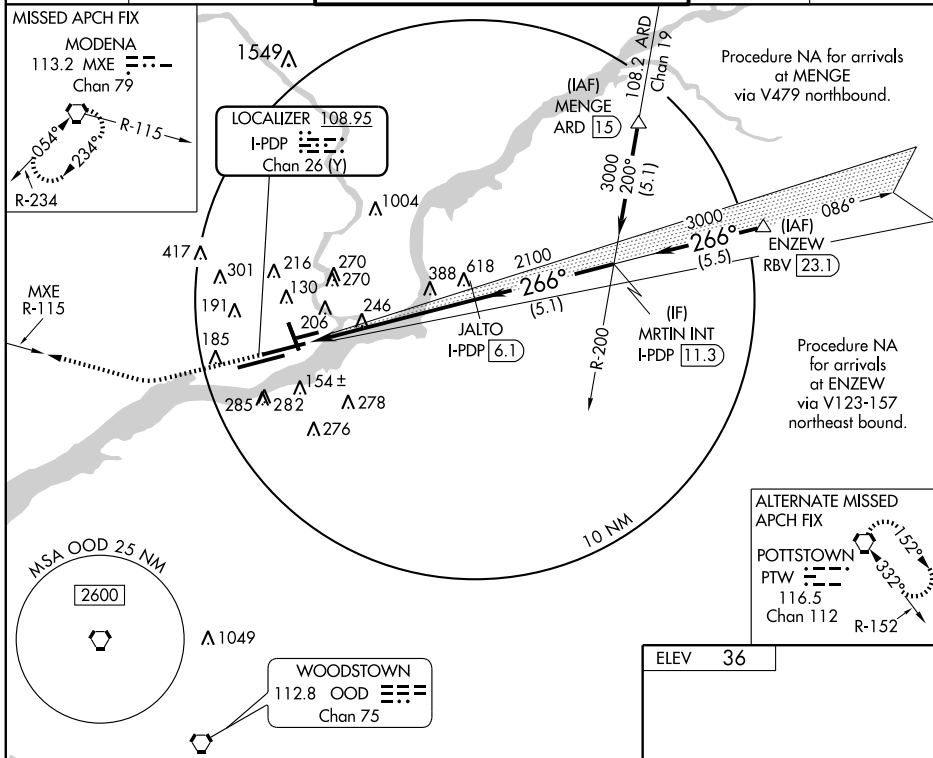
| | | | | |
|--|--|---|-------------------------------|---------------------------------|
| ATIS ARR 133.4 DEP 135.925 | PHILADELPHIA APP CON 124.35 319.15 | PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L) | GND CON 121.9 348.6 | CLNC DEL 118.85 348.6 |
|--|--|---|-------------------------------|---------------------------------|

MISSED APCH FIX

MXE
R-115

1049

WOODSTOWN
112.8 OOD
Chan 75

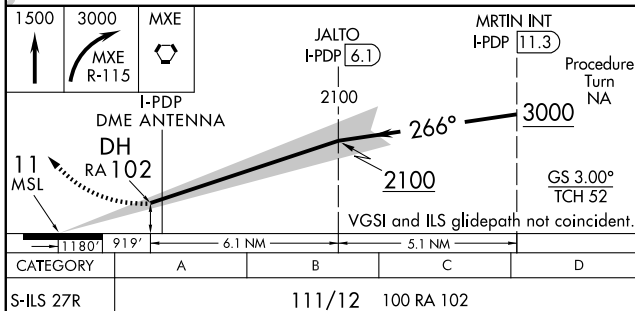


Procedure NA for arrivals
at MENGE
via V479 northbound.

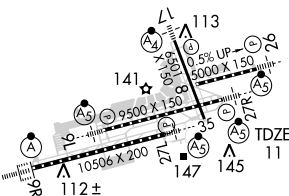
Procedure NA
for arrivals
at ENZEW
via V123-157
northeast bound.

ALTERNATE MISSED
APCH FIX

POTTSTOWN
PTW
116.5
Chan 112



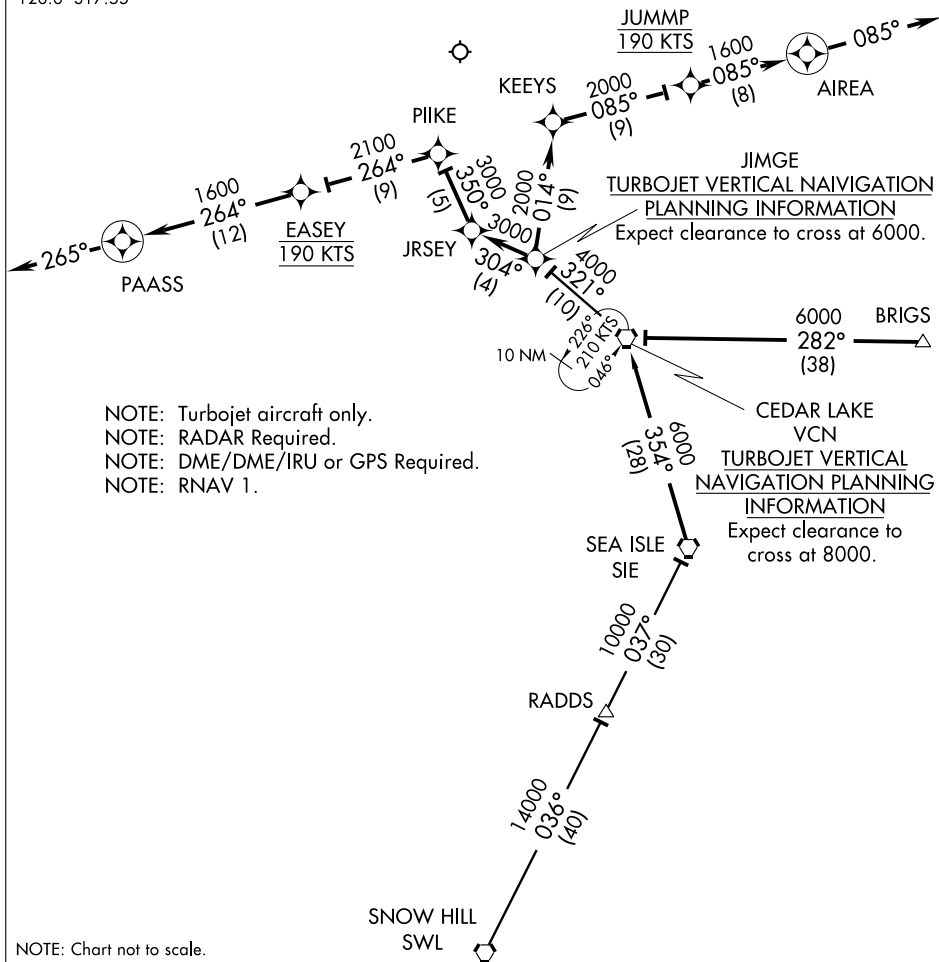
ELEV 36



**CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

ATIS ARR 133.4
PHILADELPHIA APP CON
126.6 317.55

**BRIGS TRANSITION (BRIGS.JIMGE1):****SNOW HILL TRANSITION (SWL.JIMGE1):**

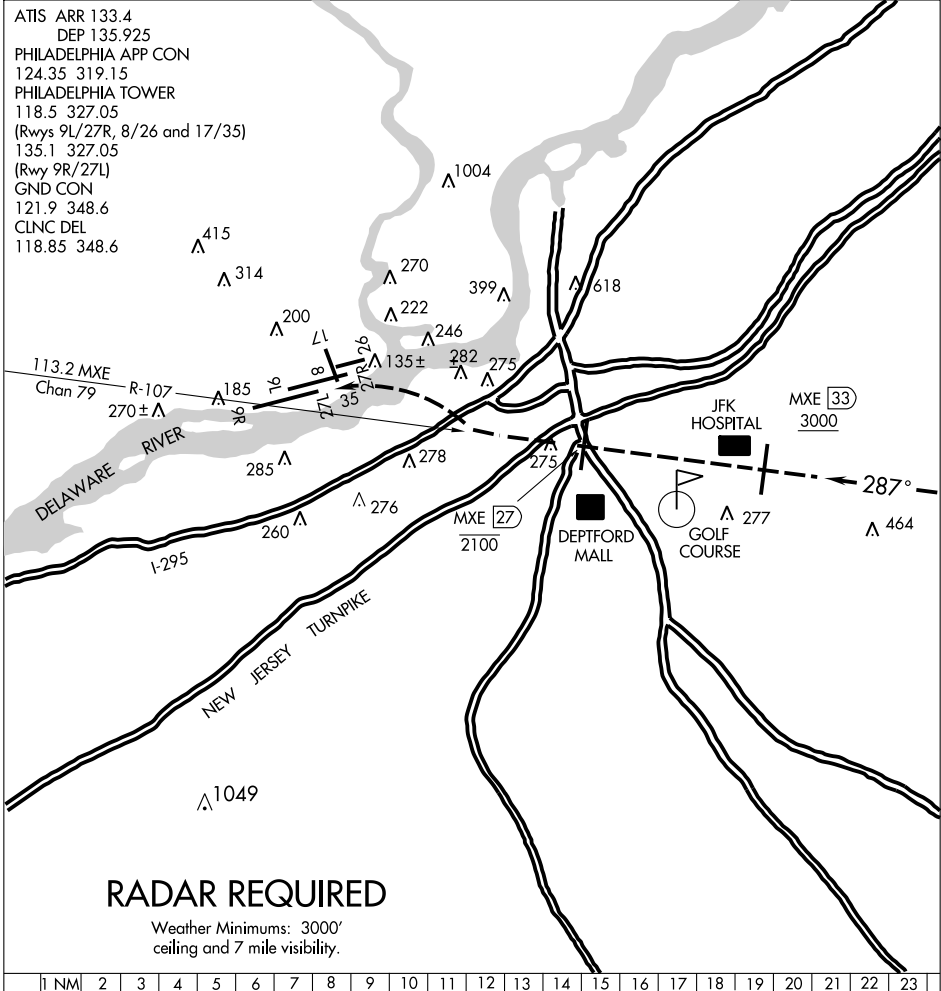
Landing West Rwy 26, 27L, 27R: From over JIMGE via 014° track to KEEYS, then via 085° track to JUMMP, then via 085° track to AIREA, then via 085° heading. Expect radar vectors to final approach course.

Landing East Rwy 9L, 9R: From over JIMGE via 304° track to JRSEY, then via 350° track to PIKE, then via 264° track to EASEY, then via 264° track to PAASS, then via 265° heading. Expect radar vectors to final approach course.

LIBERTY VISUAL RWY 27L

AL-320 (FAA)

PHILADELPHIA INTL (PHL)
PHILADELPHIA, PENNSYLVANIA



LIBERTY VISUAL RWY 27L

Expect radar vectors to the MXE R-107.

Proceed Northwest on the MXE R-107 inbound for Rwy 27L.

Report the airport in sight to final controller.

Aircraft must remain on the MXE R-107 until the MXE R-107/27 DME; then proceed visually to Rwy 27L or as assigned by the tower.

Expect aircraft to be utilizing a simultaneous visual or ILS approach to Rwy 27R during this operation.

PHILADELPHIA EIGHT DEPARTURE

ATIS DEP 135.925

CLNC DEL

118.85 348.6

GND CON

121.9 348.6

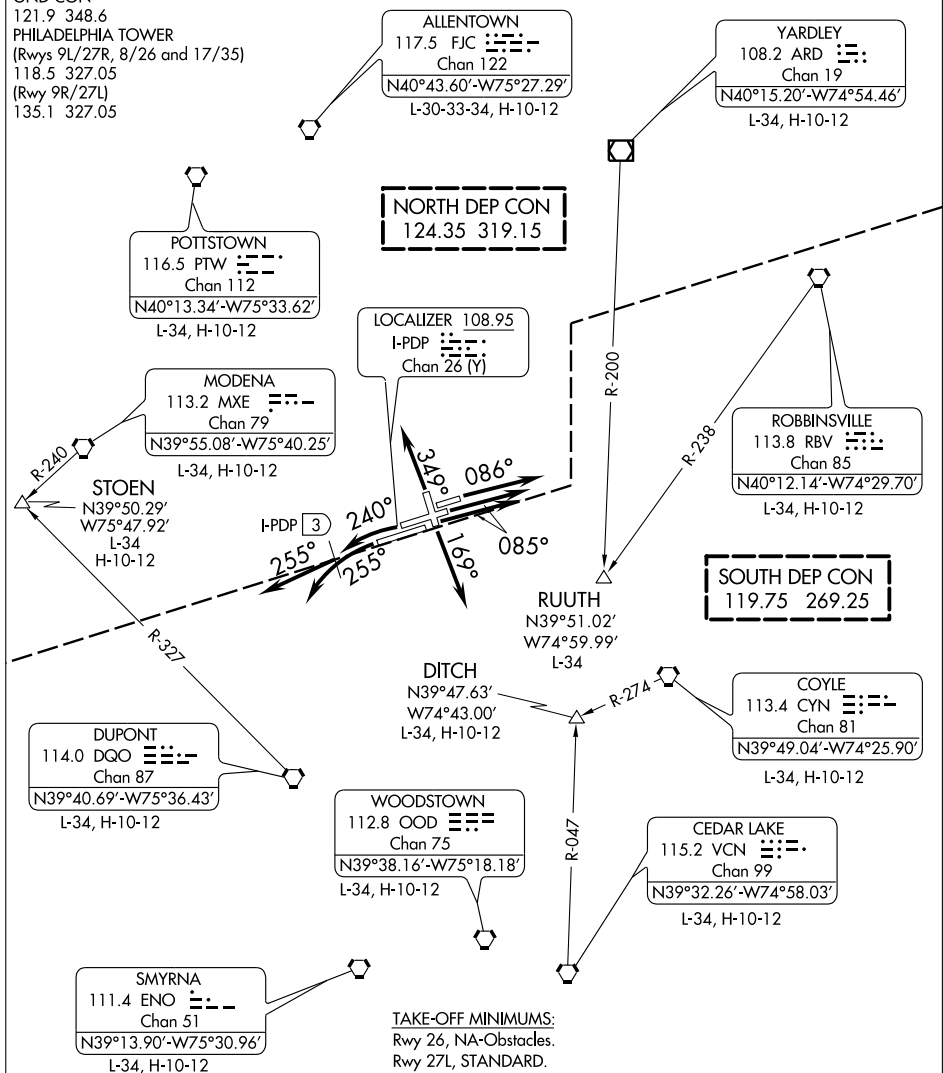
PHILADELPHIA TOWER

(Rwys 9L/27R, 8/26 and 17/35)

118.5 327.05

(Rwy 9R/27L)

135.1 327.05



NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

PHILADELPHIA EIGHT DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 27L: Turn left heading 255°, or as assigned by ATC climb heading 245° or 268°, Thence

TAKE-OFF RUNWAY 27R: DME required. Turn left heading 240°, at I-PDP 3 DME turn right heading 255°, or after TAKE-OFF as assigned by ATC climb heading 245° or 268°, Thence

TAKE-OFF RUNWAYS 9L/9R: Fly heading 085°, or as assigned by ATC climb heading 081° or 096°, Thence

TAKE-OFF RUNWAY 8: Fly heading 086°, Thence

TAKE-OFF RUNWAY 17: Fly heading 169°, Thence

TAKE-OFF RUNWAY 35: Fly heading 349°, Thence

. . . . Expect radar vectors to filed/assigned route or depicted fix. Climb and maintain 5,000 feet or assigned lower altitude. Expect clearance to filed altitude/flight level ten minutes after departure.

SPECIAL INSTRUCTION: For appropriate departure control frequency, use frequency depicted within sector where first fix/navaid for your route is located.

TAKE-OFF OBSTACLES:

Rwy 8: Fence 163' from DER, 250' right of centerline, 4' AGL/41' MSL.

Rwy 9L: Tree 593' from DER, 633' left of centerline, 12' AGL/26' MSL.

Rwy 9R: Multiple towers beginning 2592' from DER, 1044' right of centerline, up to 140' AGL/145' MSL.

Rwy 17: Multiple trees beginning 1115' from DER, 286' left of centerline, up to 56' AGL/65' MSL. Rod on tower 1617' from DER, 847' right of centerline, 68' AGL/77' MSL.

Ship in channel 3500' from DER, 86' left of centerline, 188' AGL/188' MSL.

Rwy 27L: Multiple trees beginning 256' from DER, 282' right of centerline, up to 40' AGL/49' MSL.

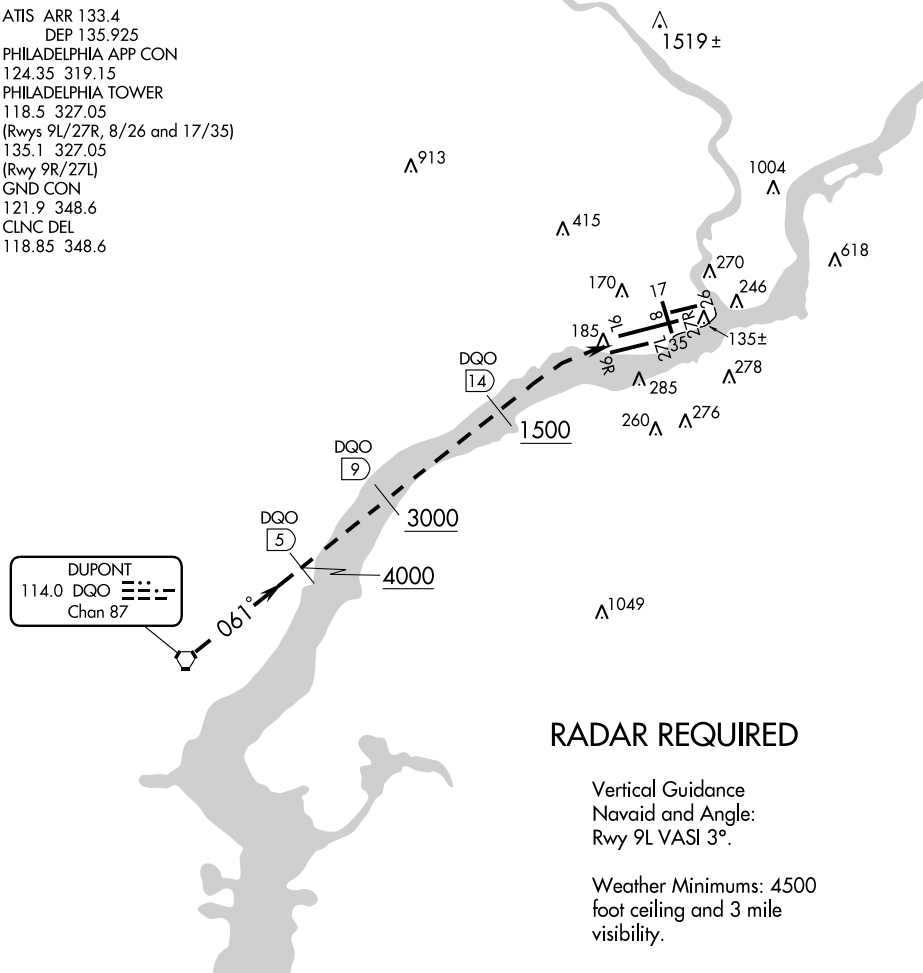
Rwy 35: Sign and multiple light poles and trees beginning 1232' from DER, 205' left of centerline, up to 114' AGL/128' MSL. Multiple signs and light poles beginning 1709' from DER, 644' right of centerline, up to 69' AGL/83' MSL.

RIVER VISUAL RWY 9L/R

AL-320 (FAA)

PHILADELPHIA INTL (PHL)
PHILADELPHIA, PENNSYLVANIA

ATIS ARR 133.4
DEP 135.925
PHILADELPHIA APP CON
124.35 319.15
PHILADELPHIA TOWER
118.5 327.05
(Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05
(Rwy 9R/27L)
GND CON
121.9 348.6
CLNC DEL
118.85 348.6



| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|----|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 1 | NM | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 |
|---|----|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|

RIVER VISUAL RWY 9L/R

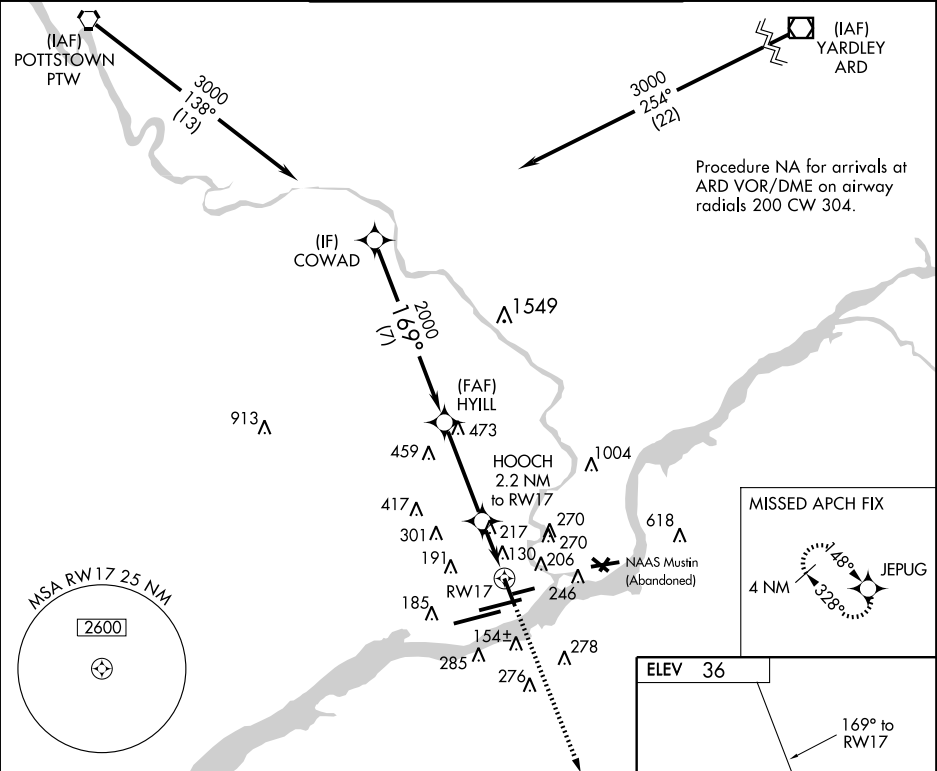
Expect radar vectors to the DQO R-061.

Aircraft may proceed to the DQO R-061/5.0 DME, then descend from 4000 feet over the Delaware River and follow the river to the airport.

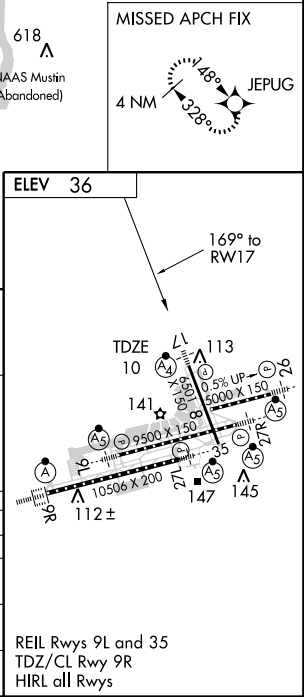
| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 86222 W17A | APP CRS 169° | Rwy Idg TDZE Apt Elev | 6501 10 36 |
|--|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) RWY 17
PHILADELPHIA INTL (PHL)

| | | | | | |
|--|--|---|--|-------------------------------|---|
| Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. | | | | MALSF | MISSED APPROACH: Climb to 3000 direct JEPUG and hold. |
| ATIS ARR 133.4 DEP 135.925 | PHILADELPHIA APP CON 124.35 319.15 | PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L) | | GND CON 121.9 348.6 | CLNC DEL 118.85 348.6 |



| | | | | |
|---|----------------------|----------------------|------------------------------|----------------------|
| COWAD | | | | |
| 3000 Procedure Turn NA GS 3.00° TCH 52 | | | | |
| HYILL HOOCH 2.2 NM to RW17 *760 RW17 | | | | |
| 3000 JEPUG *LNAV only | | | | |
| 7 NM 3.8 NM 2.2 NM | | | | |
| CATEGORY | A | B | C | D |
| LPV DA | 322/50 | | 312 (300-1) | |
| LNAV/VNAV DA | 634-2 1/4 | | 624 (600-2 1/4) | |
| LNAV MDA | 480/50 | 470 (500-1) | 480/60 | 480-1 1/2 |
| | | | 470 (500-1 1/2) | |
| CIRCLING | 540-1 504 (600-1) | 640-1 604 (700-1) | 640-1 3/4 604 (700-1 3/4) | 640-2 604 (700-2) |



REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

APP CRS

266°

Rwy Idg

5000

TDZE

36

Apt Elev

36

▼

For inoperative MALS/R, increase LNAV Cat A/B visibility to RVR 5000. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MALS/R

MISSED APPROACH: Climb to 3000 direct FERTA and via 334° track to FROSE and hold.

ATIS

ARR 133.4

DEP 135.925

PHILADELPHIA APP CON

124.35

319.15

PHILADELPHIA TOWER

118.5 327.05

135.1 327.05

(Rwys 9L/27R, 8/26 and 17/35)

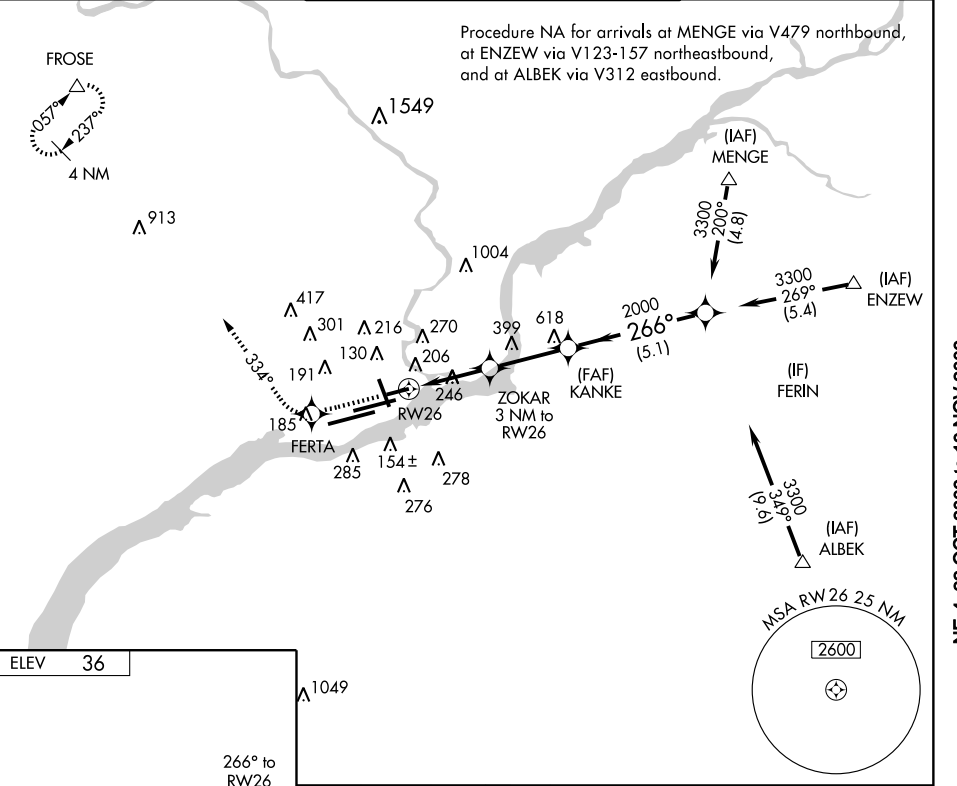
(Rwy 9R/27L)

GND CON

121.9 348.6

CLNC DEL

118.85 348.6



ELEV 36

3000

FERTA

trk 334°

FROSE

KANKE

FERIA

3300

Procedure Turn NA

RW26

1.2 NM to RW26

1040

3.06° TCH 50

1.2

1.8

2.9 NM

5.1 NM

| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|----|
| LNAV MDA | 500/40 464 (500-¾) | | | NA |
| CIRCLING | 540-1 504 (600-1) | 640-1 604 (700-1) | 640-1¾ 604 (700-1¾) | NA |

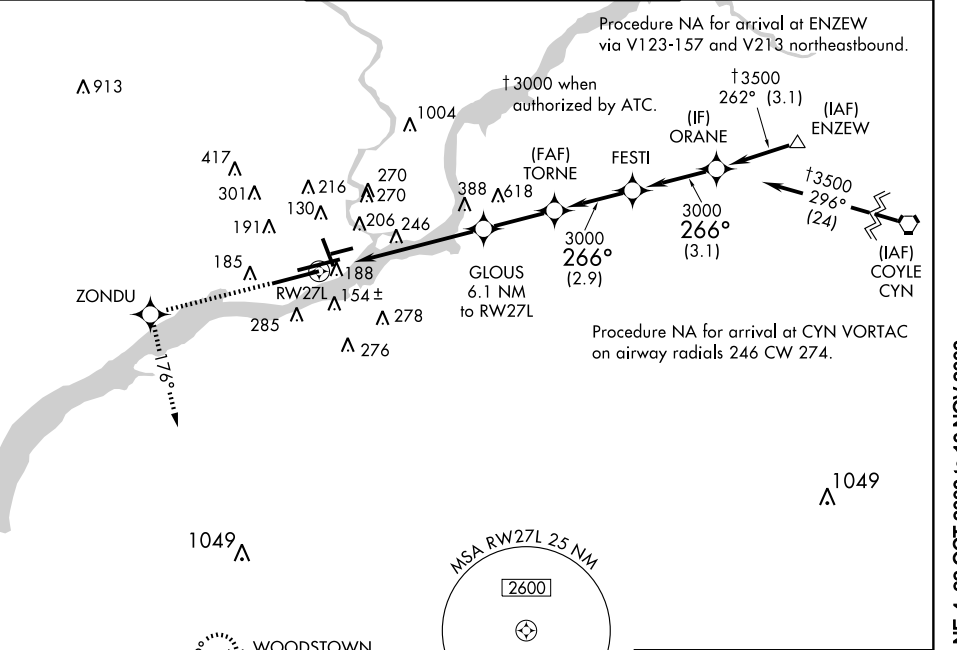
REIL Rwys 9L and 35

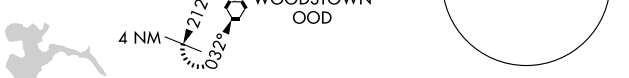
TDZ/CL Rwy 9R

HIRL all Rwys

NE-4: 22 OCT 2009 to 19 NOV 2009

| | | | | | | |
|--|--|---|-----------------------------|--|---------------------------------|--|
| WAAS CH 97322 W27A | | APP CRS 266° | Rwy Idg TDZE Apt Elev | 10506 10 36 | MALS R | MISSED APPROACH: Climb to 3000 direct ZONDU and via 176° track to OOD VORTAC and hold. |
| For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. | | | | | | |
| ATIS ARR 133.4 DEP 135.925 | PHILADELPHIA APP CON 124.35 319.15 | PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L) | | | | GND CON 121.9 348.6 |
| | | | | | CLNC DEL 118.85 348.6 | |





4 NM

212

032

OOD

3000

ZONDU

trk 176°

OOD

VGSI and RNAV glidepath not coincident.

↑ 3000 when authorized by ATC.

* LNAV only.

GLOUS 6.1 NM

TORNE

FESTI

ORANE 3500†

Procedure Turn NA

GS 3.10°

TCH 50

RW27L

*1.8 NM to RW27L

2100

3000

266°

1.8

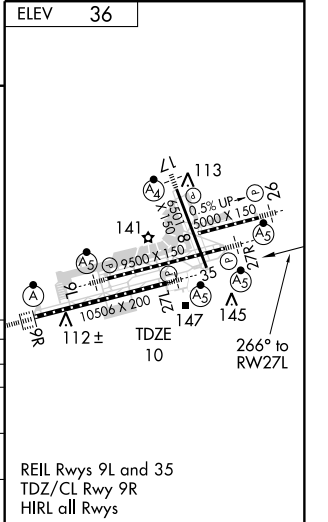
4.3

2.6

2.9 NM

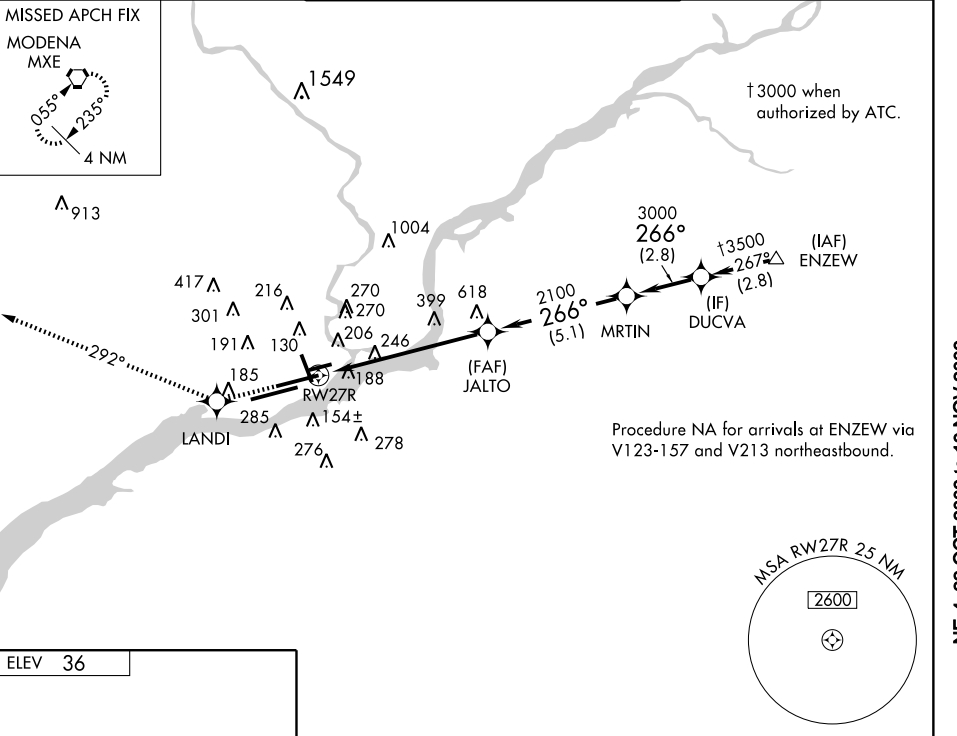
3.1 NM

| | | | | |
|--------------|--------|-------------|------------------------|------------------------|
| CATEGORY | A | B | C | D |
| LPV DA | | 260/24 | 250 (300-½) | |
| LNAV/DA VNAV | | 458/50 | 448 (500-1) | |
| LNAV MDA | 660/24 | 650 (700-½) | 660/60 650 (700-1¼) | 660-1½ 650 (700-1½) |
| CIRCLING | 660-1 | 624 (700-1) | 660-1¾ 624 (700-1¾) | 660-2 624 (700-2) |



NE-4, 22 OCT 2009 to 19 NOV 2009

| | | | | | |
|--|--|---|---------------------------------------|-------------------------------|--|
| WAAS CH 90122 W27B | APP CRS 266° | Rwy Idg TDZE Apt Elev | 9500 11 36 | MALSR | MISSED APPROACH: Climb to 3000 direct LANDI and via 292° track to MXE VORTAC and hold. |
| For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. | | | | | |
| ATIS ARR 133.4 DEP 135.925 | PHILADELPHIA APP CON 124.35 319.15 | PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L) | | GND CON 121.9 348.6 | CLNC DEL 118.85 348.6 |



ELEV 36

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

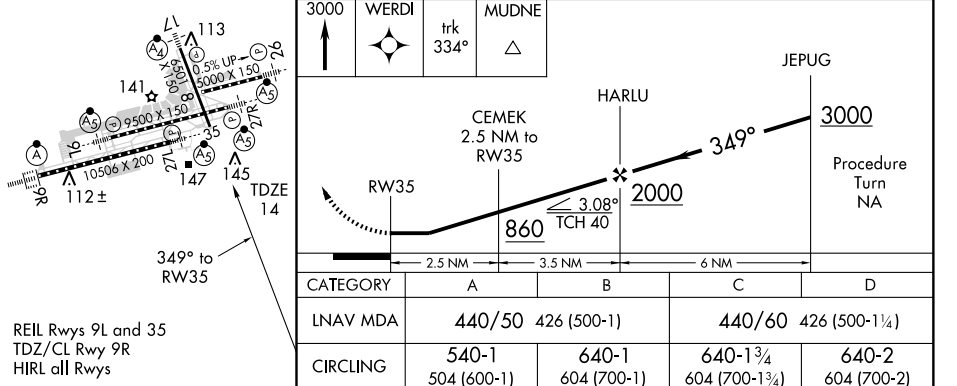
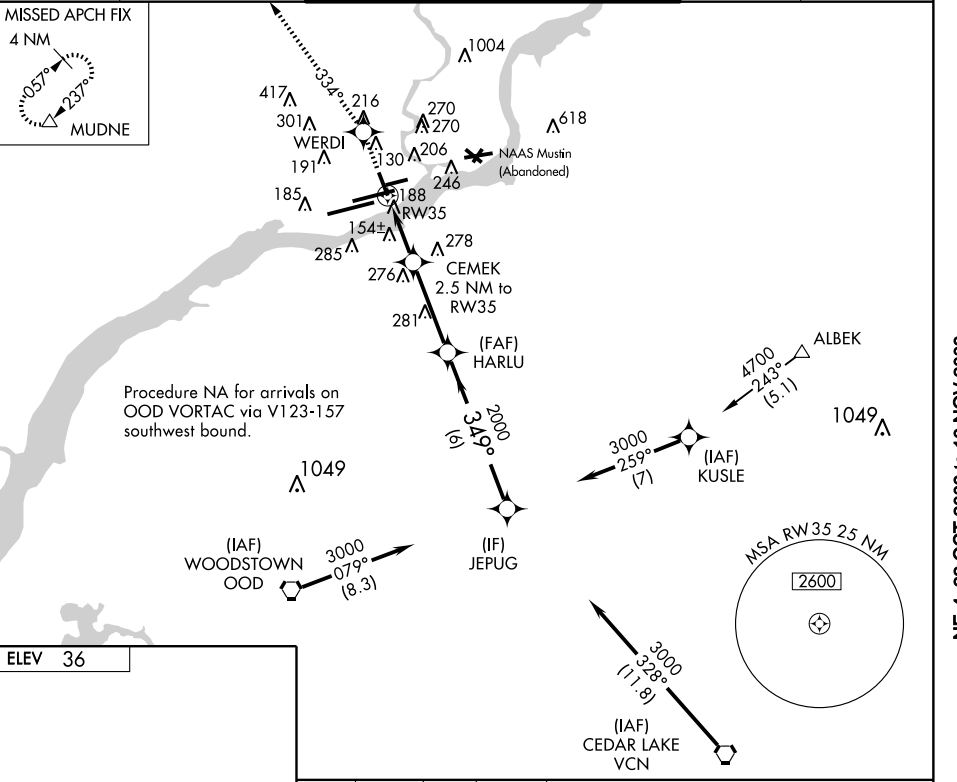
| | | | | | | |
|--|----------------------|-------------|---------------------------|---|--------------------------------|---|
| 3000 | LANDI | trk 292° | MXE | VGSI and RNAV glidepath not coincident. | ↑ 3000 when authorized by ATC. | |
| *LNAV only | | | | | | |
| <p>RWY 27R</p> <p>JALTO</p> <p>MRTIN</p> <p>DUCVA</p> <p>2100</p> <p>3000</p> <p>266°</p> <p>3500</p> <p>Procedure Turn NA</p> <p>GS 3.00°</p> <p>TCH 53</p> | | | | | | |
| CATEGORY | A | | B | | C | D |
| LPV DA | 267/24 | | 256 (300-1/2) | | | |
| LNAV/VNAV DA | 520/60 | | 509 (500-1 1/4) | | | |
| LNAV MDA | 720/24 709 (700-1/2) | | 720-1 1/2 709 (700-1 1/2) | | 720-1 3/4 709 (700-1 3/4) | |
| CIRCLING | 720-1 684 (700-1) | | 720-2 684 (700-2) | | 720-2 1/4 684 (700-2 1/4) | |

▼

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct WERDI
and via 334° track to MUDNE and hold.

| | | | | |
|--|--|---|-------------------------------|---------------------------------|
| ATIS ARR 133.4 DEP 135.925 | PHILADELPHIA APP CON 124.35 319.15 | PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L) | GND CON 121.9 348.6 | CLNC DEL 118.85 348.6 |
|--|--|---|-------------------------------|---------------------------------|



NE-4: 22 OCT 2009 to 19 NOV 2009

| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 45523 W09B | APP CRS 085° | Rwy Idg TDZE Apt Elev | 9500 13 36 |
|--|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) Y RWY 9L
PHILADELPHIA INTL (PHL)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct JALTO and right turn via track 189° to ZURKU and via track 252° to OOD VORTAC and hold.

| | | |
|-----|----------------------|----------------------|
| ARR | ATIS 133.4 | PHILADELPHIA APP CON |
| DEP | 135.925 | 124.35 319.15 |

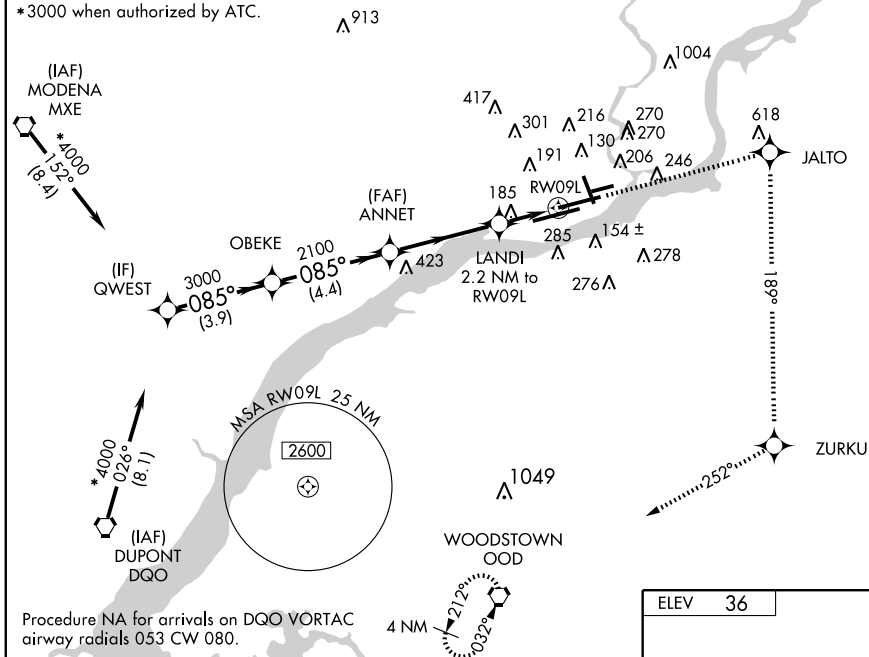
PHILADELPHIA TOWER
118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05 (Rwy 9R/27L)

GND CON
121.9 348.6

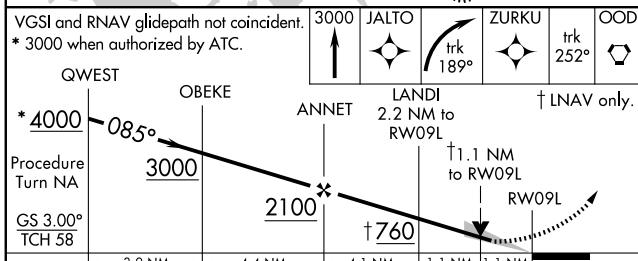
CLNC DEL
118.85 348.6

Procedure NA for arrivals on MXE VORTAC
airway radials 129 CW 177.

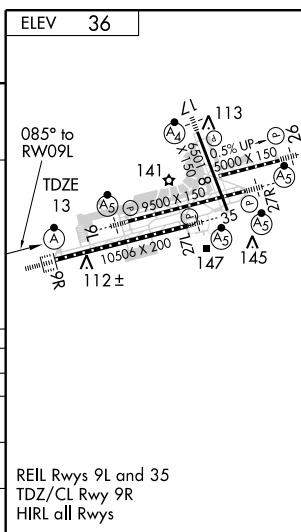
*3000 when authorized by ATC.



VGSI and RNAV glidepath not coincident.
* 3000 when authorized by ATC.



| CATEGORY | | A | B | C | D |
|---------------|-----|----------------------|-----------------------|------------------------|----------------------|
| LPV | DA | 263/24 250 (300-½) | | | |
| LNAV/ VNAV | DA | 471/50 458 (500-1) | | | |
| LNAV | MDA | 440/24 427 (500-½) | 440/40 427 (500-¾) | 440/50 427 (500-1) | |
| CIRCLING | | 540-1 504 (600-1) | 640-1 604 (700-1) | 640-1¾ 604 (700-1¾) | 640-2 604 (700-2) |



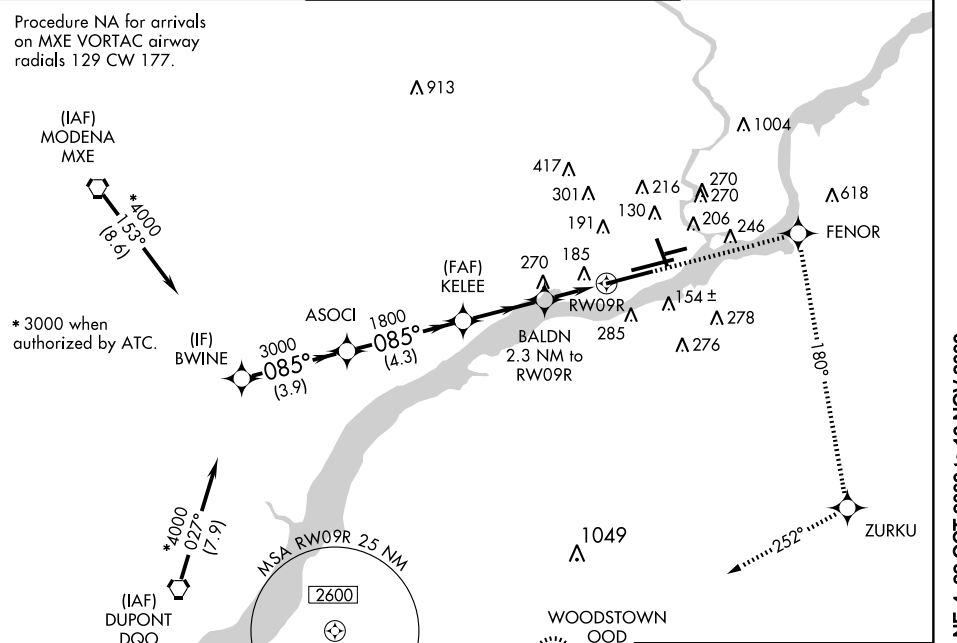
| | | | |
|----------|---------|----------|-------|
| WAAS | APP CRS | Rwy Idg | 10506 |
| CH 40023 | 085° | TDZE | 21 |
| W09A | | Apt Elev | 36 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).
DME/DME RNP-0.3 NA.

ALSF-2

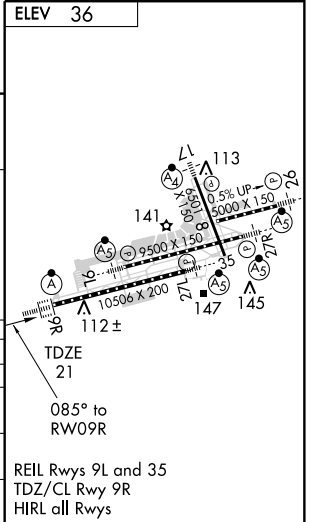
MISSED APPROACH: Climb to 3000 direct FENOR and right turn via track 180° to ZURKU and via track 252° to OOD VORTAC and hold.

| | | | | |
|-------------|----------------------|--|-------------|--------------|
| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
| ARR 133.4 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) | 121.9 348.6 | 118.85 348.6 |
| DEP 135.925 | | 135.1 327.05 (Rwy 9R/27L) | | |



Procedure NA for arrivals on DQO VORTAC airway radials 053 CW 080.

| | | | | |
|----------------------------------|--------------------|-------------|------------------|--------------|
| * 3000 when authorized by ATC. | | | | |
| BWINE | ASOCI | KELEE | BALDN | OOD |
| 3000 | 3000 | 1800 | 2.3 NM to RWY 9R | 252° |
| * 4000 | | | | |
| Procedure Turn NA | | | | |
| GS 3.00° | | | | |
| TCH 58 | | | | |
| 3.9 NM 4.3 NM 3 NM 0.7 NM 1.6 NM | | | | |
| CATEGORY | A | B | C | D |
| LPV DA | 271/24 250 (300-½) | | | |
| LNAV/VNAV DA | 473/50 452 (500-1) | | | |
| LNAV MDA | 580/24 | 559 (600-½) | 580/50 | 580/60 |
| | | | 559 (600-1) | 559 (600-1½) |
| CIRCLING | 580-1 | 640-1 | 640-1¾ | 640-2 |
| | 544 (600-1) | 604 (700-1) | 604 (700-1¾) | 604 (700-2) |



NE-4, 22 OCT 2009 to 19 NOV 2009

PHILADELPHIA INTL (PHL)



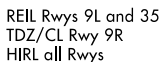
For inoperative MALSR, increase RNP 0.11 visibility all Cats to RVR 5000 and RNP 0.30 visibility all Cats to RVR 6000.

MISSED APPROACH: Climb to 3000 via track 085° to CUBUT, and via track 171° to FIDAX, and via track 257° to OOD VORTAC and hold.

118 85 348 6



NOTES



| | | |
|-------------|----------|--------------|
| APP CRS | Rwy Idg | 10506 |
| 085° | TDZE | 21 |
| | Apt Elev | 36 |

RNAV (RNP) Z RWY 9R

PHILADELPHIA INTL (PHL)

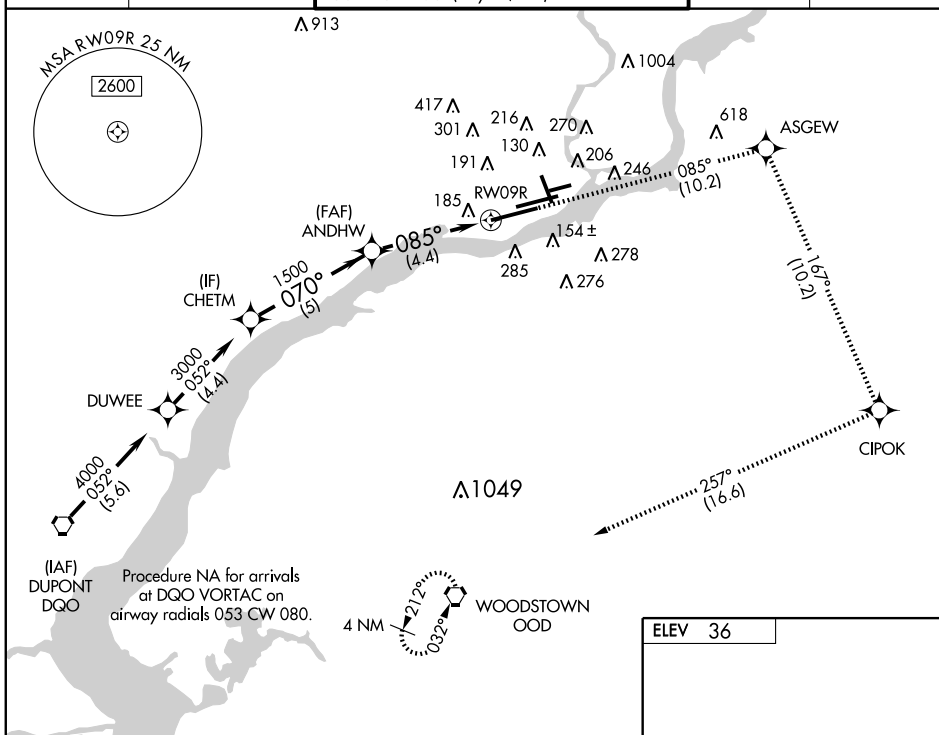
T GPS required.
 For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 48°C (119°F).
 Visibility reduction by helicopters NA.
 For inoperative ALSF, increase RNP 0.30 visibility all Cats to 1½.

ALSF-2

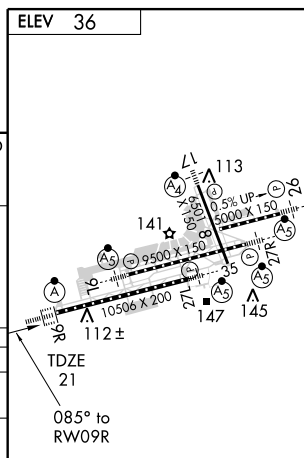


MISSED APPROACH: Climb to 3000 via track 085° to ASGEW, and via track 167° to CIPOK, and via track 257° to OOD VORTAC and hold.

| | | | | |
|--------------------|----------------------|---|--------------------|---------------------|
| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
| ARR 133.4 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) | 121.9 348.6 | 118.85 348.6 |
| DEP 135.925 | | 135.1 327.05 (Rwy 9R/27L) | | |



| | | | | | |
|-------------------------|--------|---|-------------|---|--|
| Procedure Turn NA | | | | | |
| GP 3.00° TCH 58 | | | | | |
| CATEGORY | A | B | C | D | |
| RNP 0.16 DA | 271/40 | | 250 (300-¾) | | |
| RNP 0.30 DA | 460/50 | | 439 (500-1) | | |



REIL Rwys 9L and 35
 TDZ/CL Rwy 9R
 HIRL all Rwys

**SPECIAL AIRCRAFT AND AIRCREW
 AUTHORIZATION REQUIRED**

SLATT THREE ARRIVAL

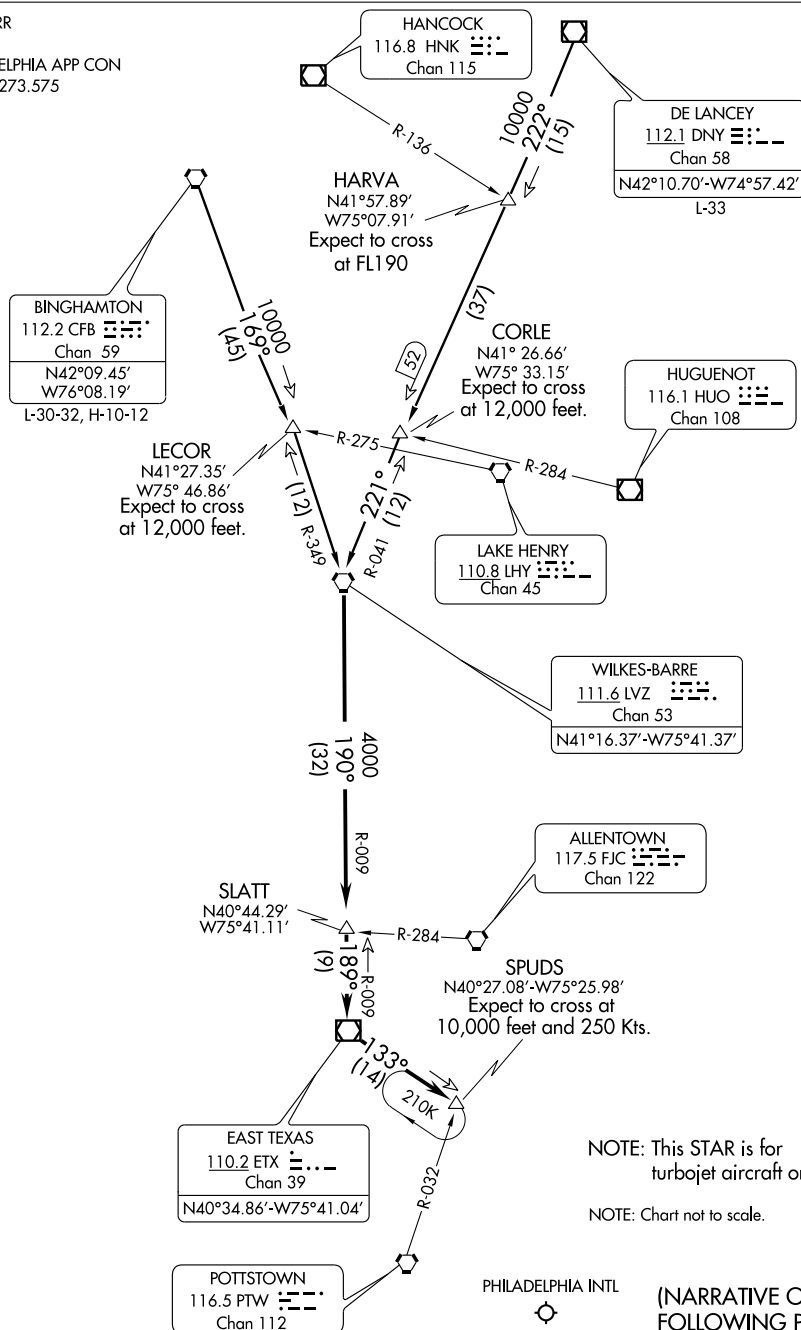
PHILADELPHIA INTL
PHILADELPHIA, PENNSYLVANIA

ATIS ARR

133.4

PHILADELPHIA APP CON

128.4 273.575



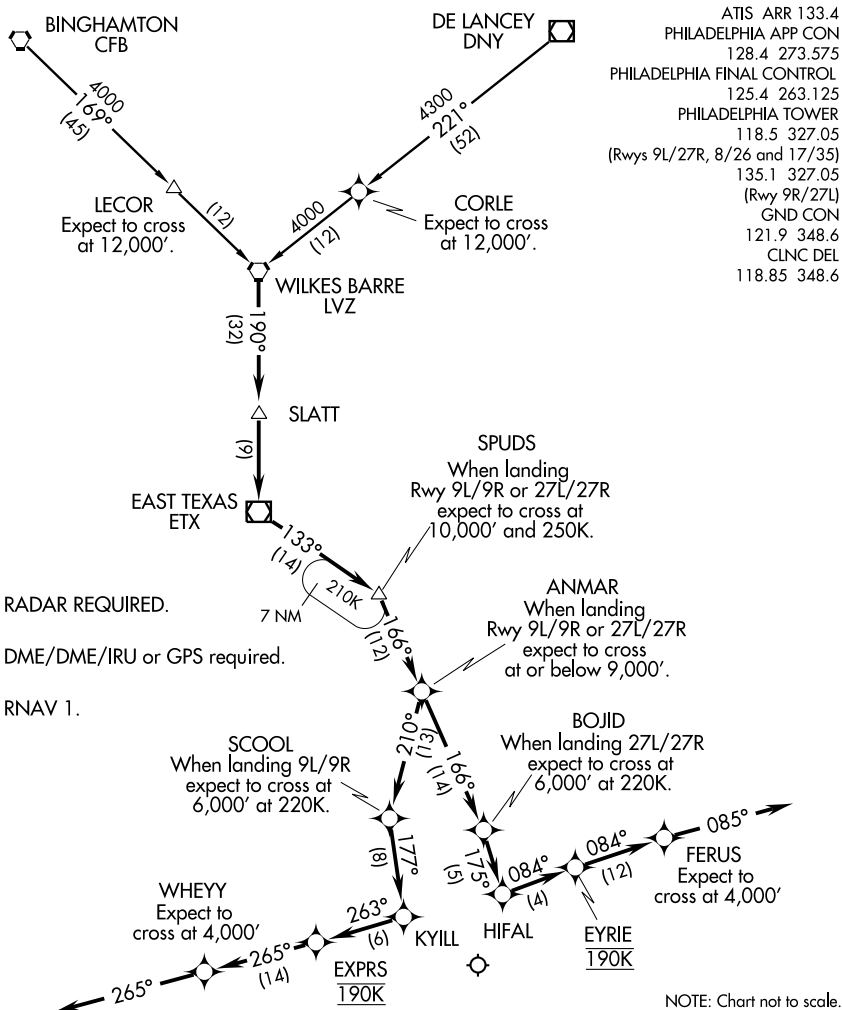
SLATT THREE ARRIVAL

ARRIVAL ROUTE DESCRIPTION

BINGHAMTON TRANSITION (CFB.SLATT3): From over CFB VORTAC via CFB R-169 to LECOR INT, then via LVZ R-349 to LVZ VORTAC. Thence

DELANCEY TRANSITION (DNY.SLATT3): From over DNY VOR/DME via DNY R-222 to HARVA INT, then via DNY R-222 to CORLE INT, then via LVZ R-041 to LVZ VORTAC. Thence

. . . . From over LVZ VORTAC via LVZ R-190 and ETX R-009 to SLATT INT, then via ETX R-009 to ETX VOR/DME, then via ETX R-133 to SPUDS INT. Expect radar vectors to final approach course.



BINGHAMTON TRANSITION (CFB.SPUDS1)
DE LANCEY TRANSITION (DNY.SPUDS1)

... From WILKES-BARRE, thence SLATT, thence EAST TEXAS VOR/DME,
thence SPUDS, thence ANMAR,

WHEN PHILADELPHIA INTL IS LANDING RWYS 26, 27L/27R, thence BOJID, thence HIFAL,
thence EYRIE, thence FERUS, depart FERUS heading 085°. Expect radar vectors to
final approach course.

WHEN PHILADELPHIA INTL IS LANDING RWYS 9L/9R, thence SCOO, thence KYILL,
thence EXPRS, thence WHEY, depart WHEY heading 265°. Expect radar vectors to
final approach course.

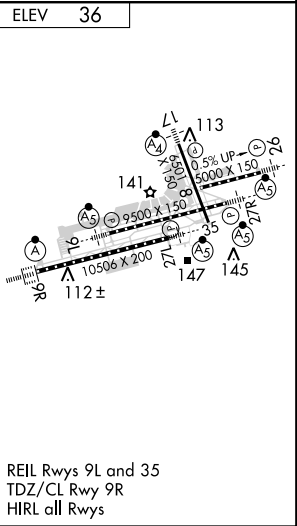
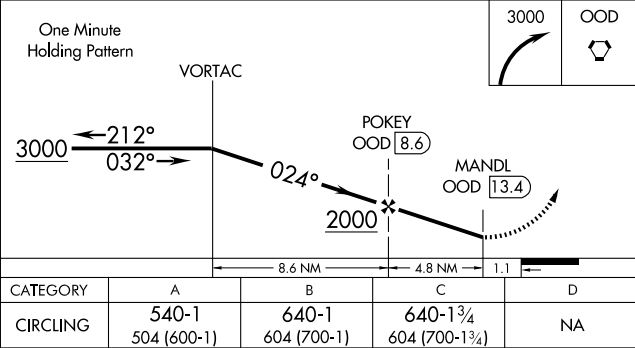
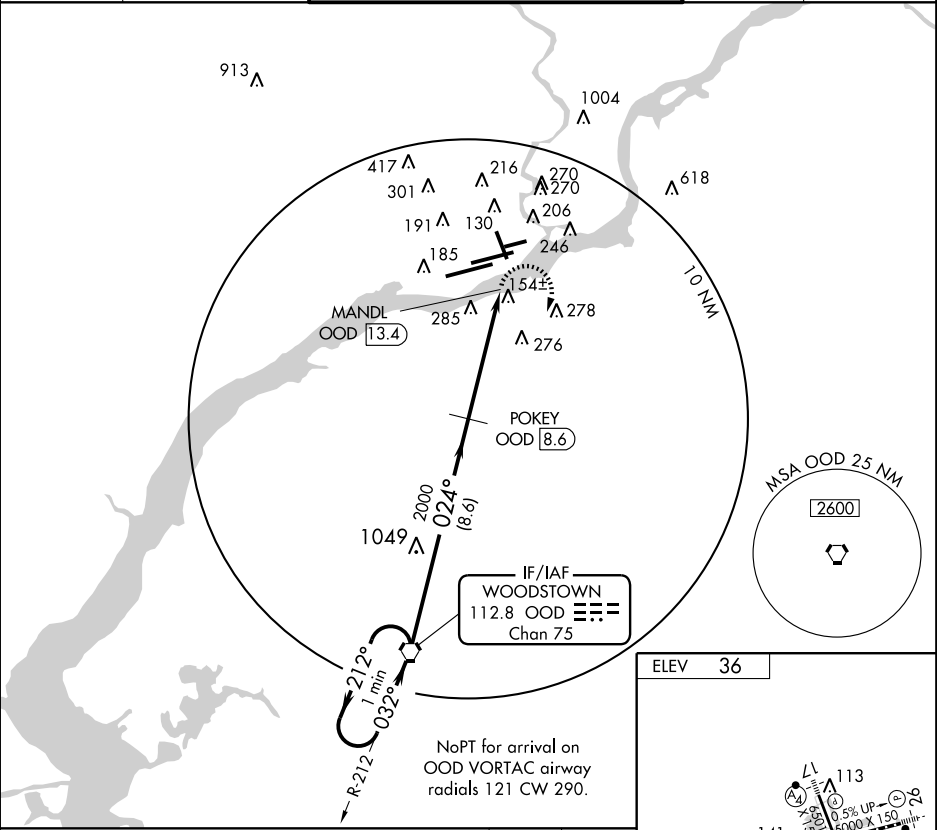
| | | | |
|------------|---------|----------|-----|
| VORTAC OOD | APP CRS | Rwy Idg | N/A |
| 112.8 | 024° | TDZE | N/A |
| Chan 75 | | Apt Elev | 36 |

VOR/DME-A
PHILADELPHIA INTL (PHL)



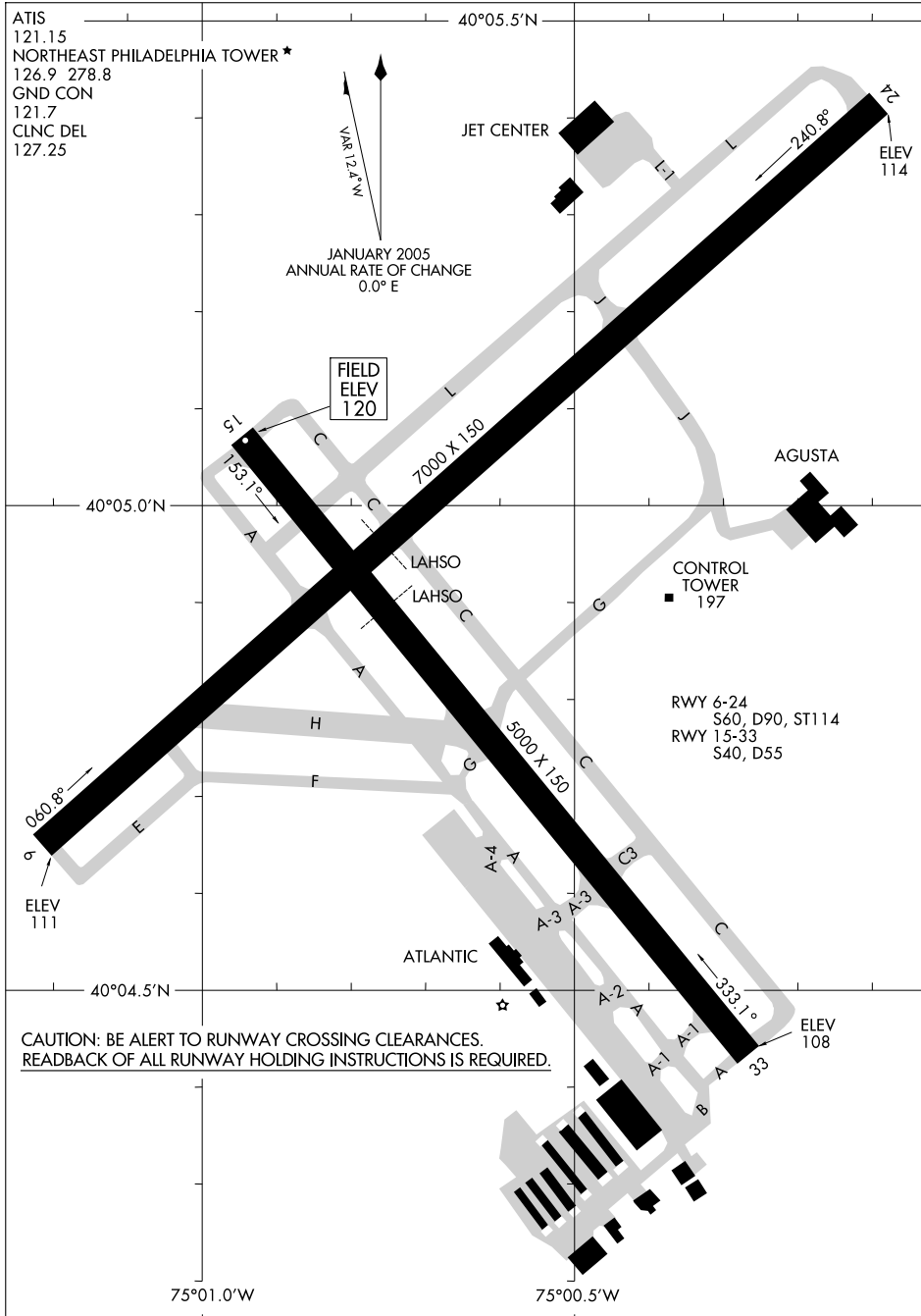
MISSED APPROACH: Climbing right turn to 3000 direct
OOD VORTAC and hold.

| | | | | |
|-------------|----------------------|--|-------------|--------------|
| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
| ARR 133.4 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) | 121.9 348.6 | 118.85 348.6 |
| DEP 135.925 | | 135.1 327.05 (Rwy 9R/27L) | | |



AIRPORT DIAGRAM

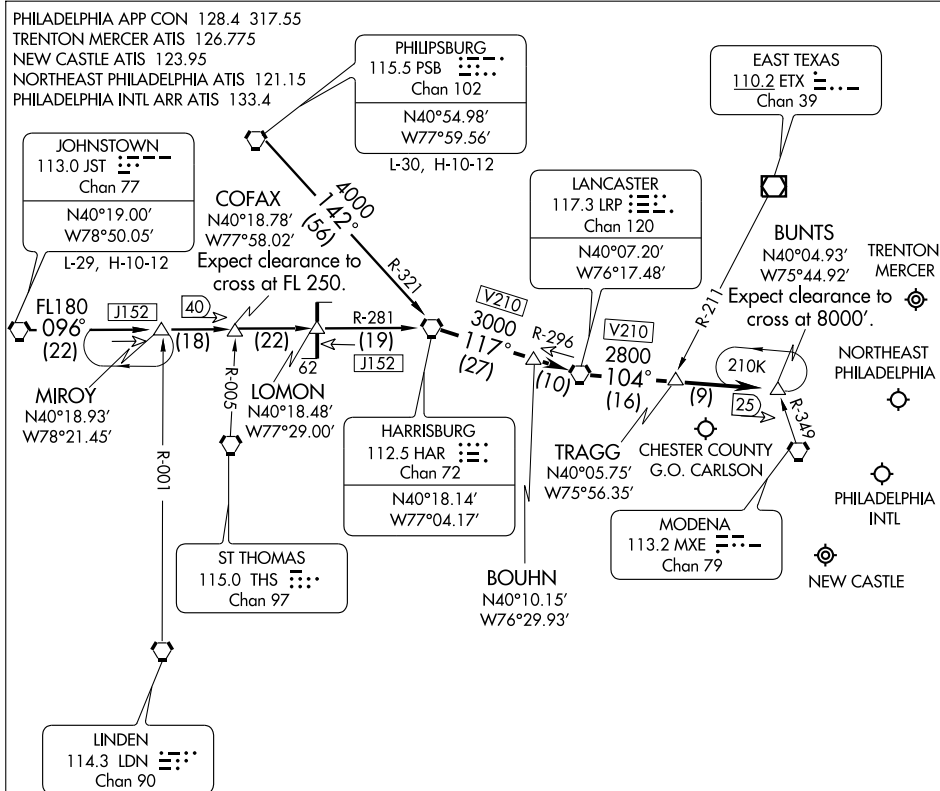
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)
AL-528 (FAA) PHILADELPHIA, PENNSYLVANIA



NE-4, 22 OCT 2009 to 19 NOV 2009

BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NOTE: This STAR is for aircraft capable of 250K IAS or greater.

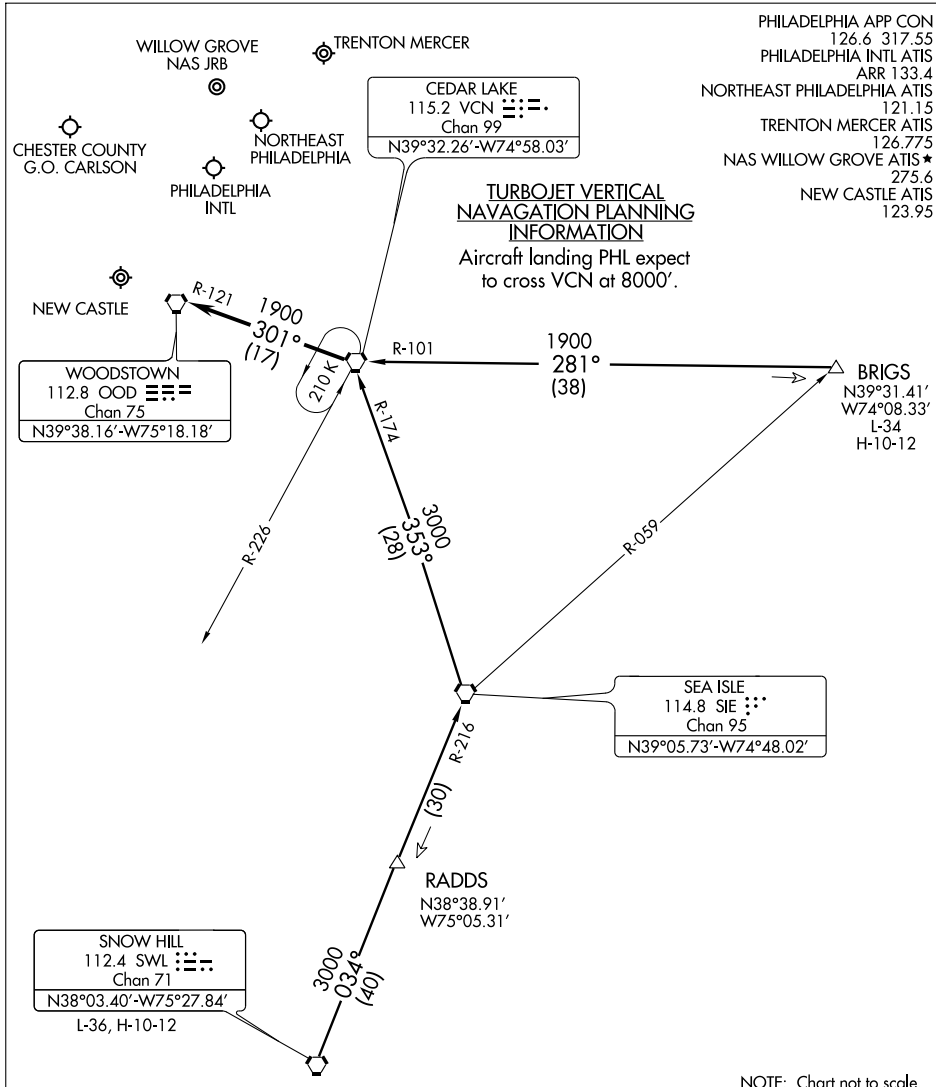
NOTE: Chart not to scale.

JOHNSTOWN TRANSITION (JST.BUNTS1):PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NOTE: Chart not to scale.

BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence, . . .

SNOW HILL TRANSITION (SWL VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence, . . .

.....From over VCN VORTAC:

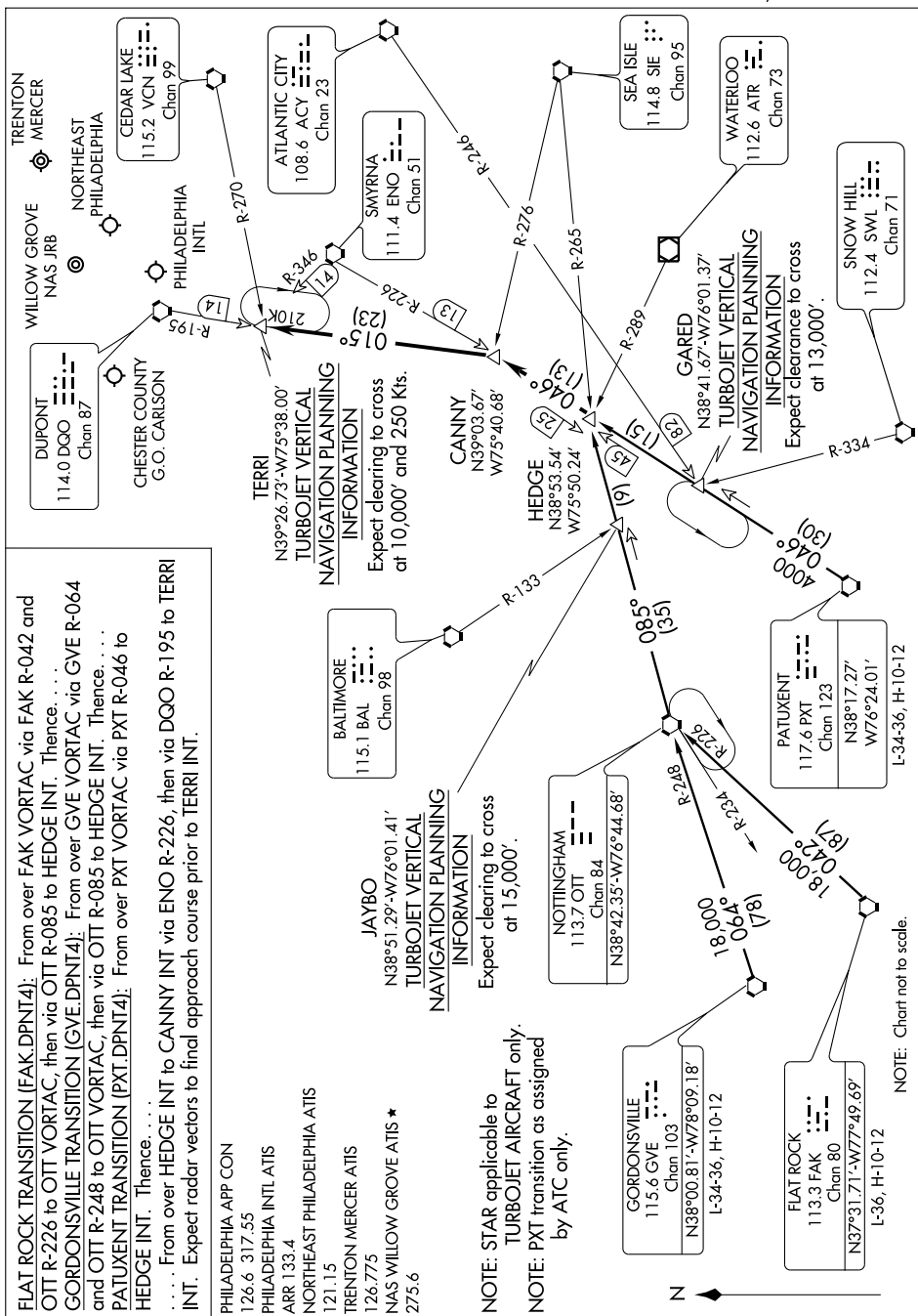
Turbojets expect radar vectors to final approach course.

Non-Turbojets continue via the VCN R-301 and the OOD

R-121 to OOD VORTAC; expect radar vectors to final approach course.

DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA



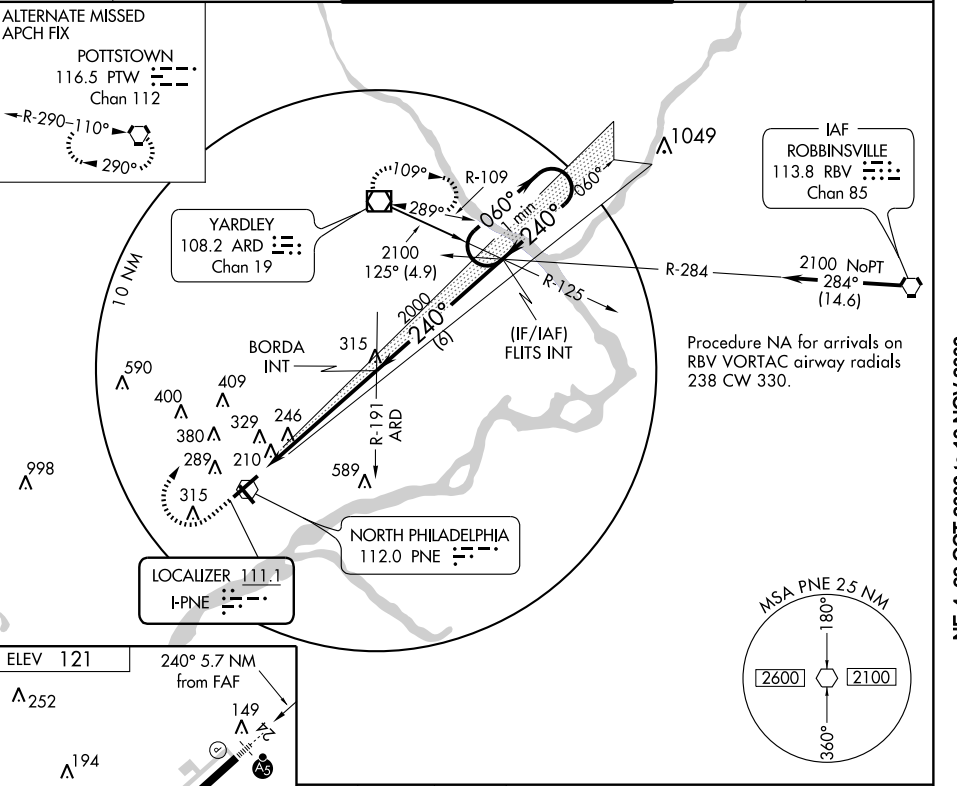
| | | | |
|-----------|---------|----------|------|
| LOC I-PNE | APP CRS | Rwy Idg | 7000 |
| 111.1 | 240° | TDZE | 116 |
| | | Apt Elev | 121 |

When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA/MDA 60 feet and S-LOC 24 Cat. C visibility ¼ mile. When VGSI inop, Circling Rwy 15, 33 NA at night. For inoperative MALSRS when using Philadelphia Intl altimeter setting, increase S-ILS 24 all Cats visibility to 1.

MALSRS

MISSED APPROACH:
Climb to 800, then climbing right turn to 3000 direct ARD VOR/DME and hold.

| | | | | |
|--------|----------------------|--------------------------------|---------|----------|
| ATIS | PHILADELPHIA APP CON | NORTHEAST PHILADELPHIA TOWER ★ | GND CON | CLNC DEL |
| 121.15 | 123.8 291.7 | 126.9 (CTAF) 0 278.8 | 121.7 | 127.25 |



ELEV 121

240° 5.7 NM from FAF

REIL Rwy 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

FAF to MAP 5.7 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

800 3000 ARD 108.2

BORDA

FLITS

One Minute Holding Pattern

GS 3.00° TCH 53

| CATEGORY | A | B | C | D |
|----------|-------------------|-------------|---------------------|-------------------|
| S-ILS 24 | 316-½ 200 (200-½) | | | |
| S-LOC 24 | 560-½ | 444 (500-½) | 560-¾ 444 (500-¾) | 560-1 444 (500-1) |
| CIRCLING | 640-1 | 519 (600-1) | 640-1½ 519 (600-1½) | 700-2 579 (600-2) |

NE-4, 22 OCT 2009 to 19 NOV 2009

LOC BC RWY 6

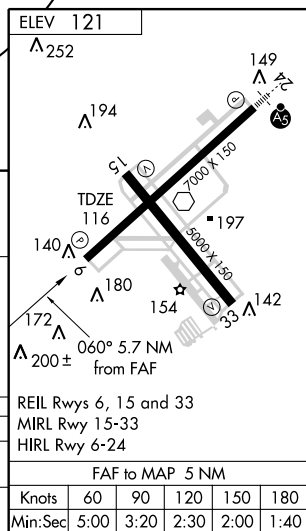
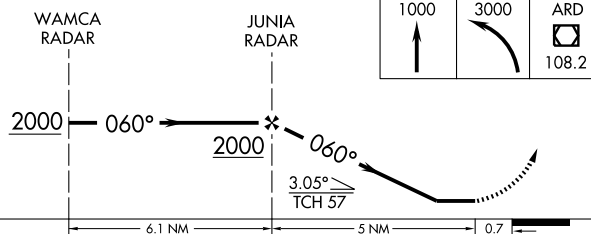
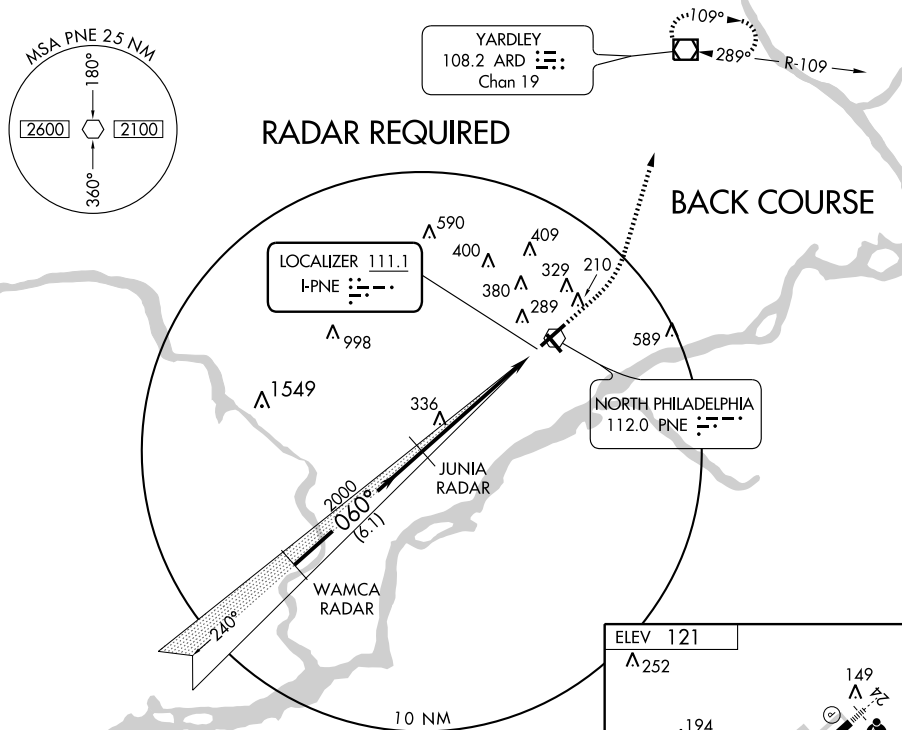
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

| | | | |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-PNE 111.1 | APP CRS 060° | Rwy Idg TDZE Apt Elev | 7000 116 121 |
|---------------------------|------------------------|-----------------------------|---|

- ▼ When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and S-6 Cats. C/D visibility ¼ mile.
- ▲ When VGSI inop, Circling Rwy 15, 33 NA at night. Radar Required.

MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 direct ARD VOR/DME and hold.

| | | | | |
|-----------------------|--|---|-------------------------|---------------------------|
| ATIS 121.15 | PHILADELPHIA APP CON 123.8 291.7 | NORTHEAST PHILADELPHIA TOWER ★ 126.9 (CTAF) 0 278.8 | GND CON 121.7 | CLNC DEL 127.25 |
|-----------------------|--|---|-------------------------|---------------------------|



| | | | |
|--|------------------------|-----------------------------|---|
| WAAS Ch 65622 W06A | APP CRS 060° | Rwy Idg TDZE Apt Elev | 7000 116 121 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 6

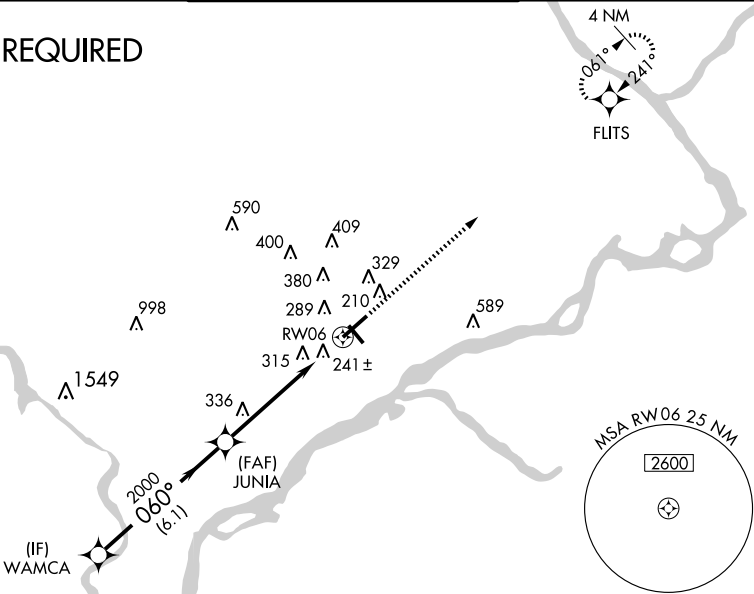
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA/MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats. C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When VGSI inop, Circling Rwy 15, 33 NA at night.

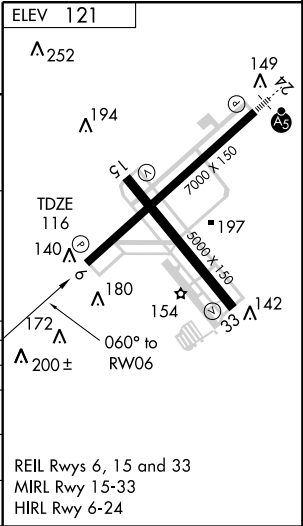
MISSED APPROACH: Climb to 2100 direct FLITS and hold.

| | | | | |
|-----------------------|--|---|-------------------------|---------------------------|
| ATIS 121.15 | PHILADELPHIA APP CON 123.8 291.7 | NORTHEAST PHILADELPHIA TOWER ★ 126.9 (CTAF) 0 278.8 | GND CON 121.7 | CLNC DEL 127.25 |
|-----------------------|--|---|-------------------------|---------------------------|

RADAR REQUIRED



| | | | | | | |
|--------------|--------------------|-------------|------------------------|------------------------|------------------|-------|
| | WAMCA | | JUNIA | | 2100 | FLITS |
| | 2000 | | 2000 | | * 1.4 NM to RW06 | |
| | GS 3.00° TCH 57 | | 060° | | * LNAV only | |
| | 6.1 NM | | 4.3 NM | | 1.4 | |
| CATEGORY | A | B | C | D | | |
| LPV DA | 490-1¼ | | 374 (400-1¼) | | | |
| LNAV/VNAV DA | 540-1½ | | 424 (500-1½) | | | |
| LNAV MDA | 600-1 | 484 (500-1) | 600-1¼ 484 (500-1¼) | 600-1½ 484 (500-1½) | | |
| CIRCLING | 640-1 | 519 (600-1) | 640-1½ 519 (600-1½) | 700-2 579 (600-2) | | |



| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 5000 |
| 153° | TDZE | 121 |
| | Apt Elev | 121 |

RNAV (GPS) RWY 15

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

| | | | | |
|--|-------------------------------------|--|------------------|--------------------|
| <p>▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Philadelphia Init altimeter setting and increase all MDA 60 feet.</p> <p>▲ When VGSI inop, Straight-in/Circling Rwy 15 procedure NA at night. When VGSI inop, Circling Rwy 33 NA at night.</p> | | MISSED APPROACH: Climb to 2000 direct ENZEW and hold. | | |
| ATIS 121.15 | PHILADELPHIA APP CON 123.8 291.7 | NORTHEAST PHILADELPHIA TOWER ★ 126.9 (CTAF) 0 278.8 | GND CON 121.7 | CLNC DEL 127.25 |

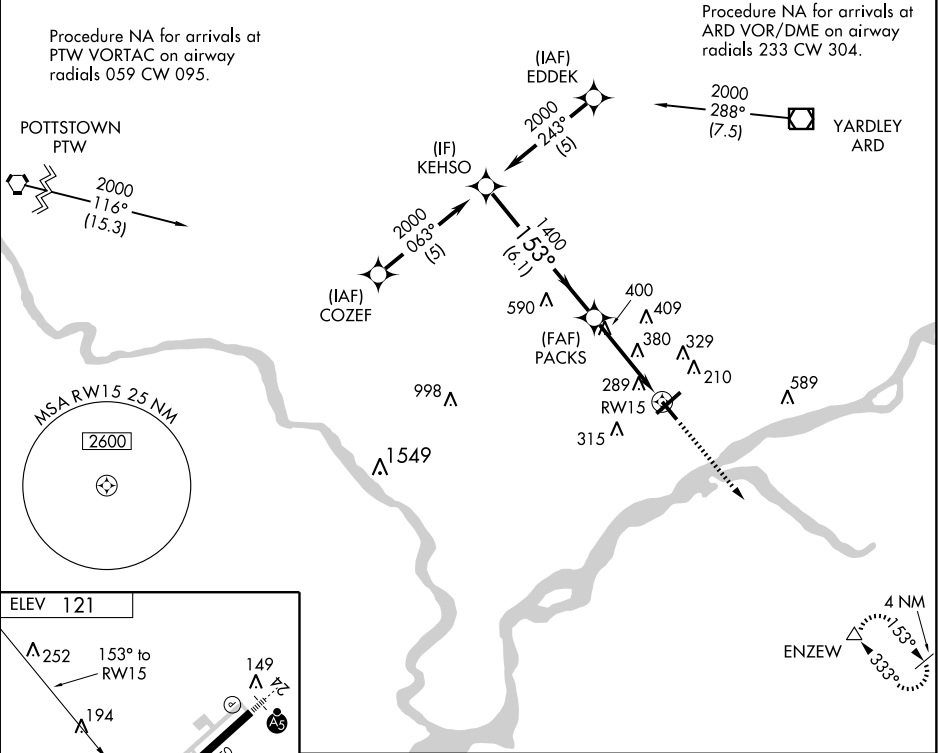


Diagram illustrating a runway intersection and surrounding terrain features:

- Runway 5000 x 150 (diagonal)
- Runway 7000 x 150 (diagonal)
- TDZE 121
- Elevations: 140, 172, 180, 197, 154, 142, 200±

Diagram illustrating a flight procedure for runway 15 (RW15):

- KEHSO
- 2000
- 153°
- Procedure Turn NA
- PACKS
- 1400
- 3.00° TCH 41
- 6.1 NM
- 3.9 NM
- RW15

| CATEGORY | A | B | C | D |
|----------|-------------------|---------------------|---------------------|---------------------|
| LNAV MDA | 660-1 539 (600-1) | 660-1½ 539 (600-1½) | 660-1¾ 539 (600-1¾) | 660-1¾ 539 (600-1¾) |
| CIRCLING | 660-1 539 (600-1) | 660-1½ 539 (600-1½) | 700-2 579 (600-2) | 700-2 579 (600-2) |

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS Ch 45504 W24A | APP CRS 240° | Rwy Idg TDZE Apt Elev | 7000 116 121 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 24

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

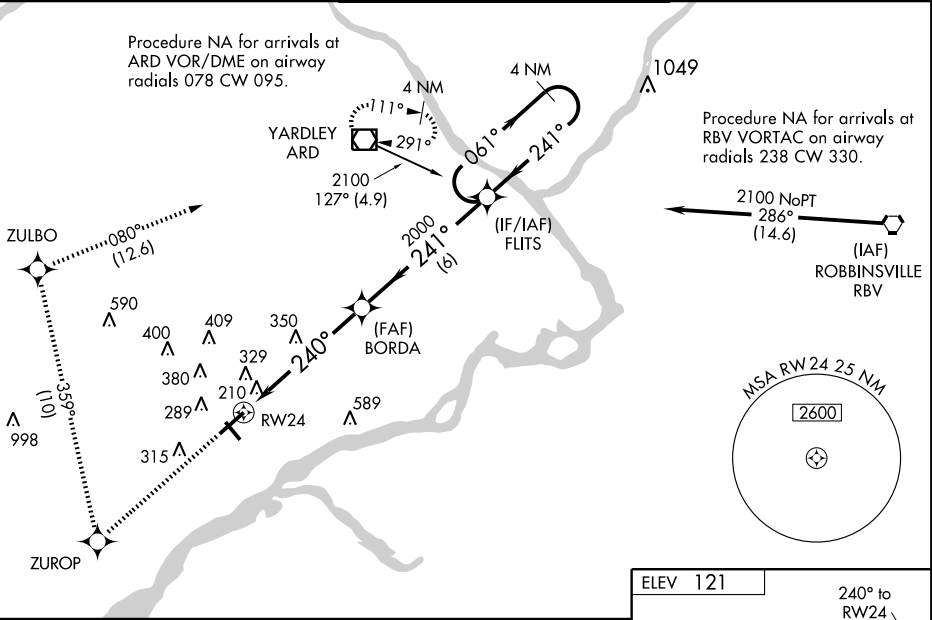
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA/MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When VGSI inop, Circling Rwy 15, 33 NA at night. For inoperative MALS when using Philadelphia Intl altimeter setting, increase LPV all Cats visibility to 1¼. For inoperative MALS, increase LPV visibility all Cats to 1.

MALS

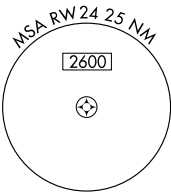
MISSED APPROACH:
Climb to 3000 direct ZUROP, and right turn via 359° track to ZULBO and via 080° track to ARD VOR/DME and hold.

| | | | | |
|-----------------------|--|---|-------------------------|---------------------------|
| ATIS 121.15 | PHILADELPHIA APP CON 123.8 291.7 | NORTHEAST PHILADELPHIA TOWER ★ 126.9 (CTAF) 0 278.8 | GND CON 121.7 | CLNC DEL 127.25 |
|-----------------------|--|---|-------------------------|---------------------------|

Procedure NA for arrivals at ARD VOR/DME on airway radials 078 CW 095.



Procedure NA for arrivals at RBV VORTAC on airway radials 238 CW 330.

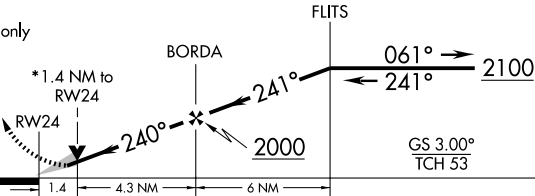


TRK 080°

4 NM Holding Pattern

TRK 359°

* LNAV only



| CATEGORY | A | B | C | D |
|---------------|-------------------|---|--------------------|-------------------|
| LPV DA | 430-1½ | | 314 (400-½) | |
| LNAV/ VNAV DA | 620-1¼ | | 504 (500-1¼) | |
| LNAV MDA | 600-½ 484 (500-½) | | 600-¾ 484 (500-¾) | 600-1 484 (500-1) |
| CIRCLING | 640-1 519 (600-1) | | 640-1½ 519 (600-½) | 700-2 579 (600-2) |

ELEV 121

REIL Rws 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

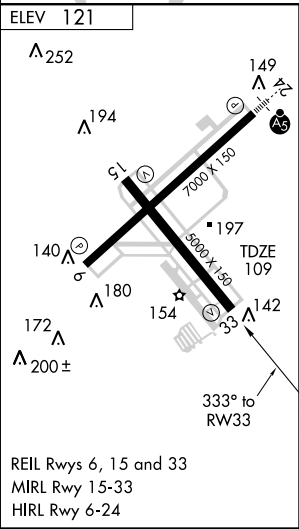
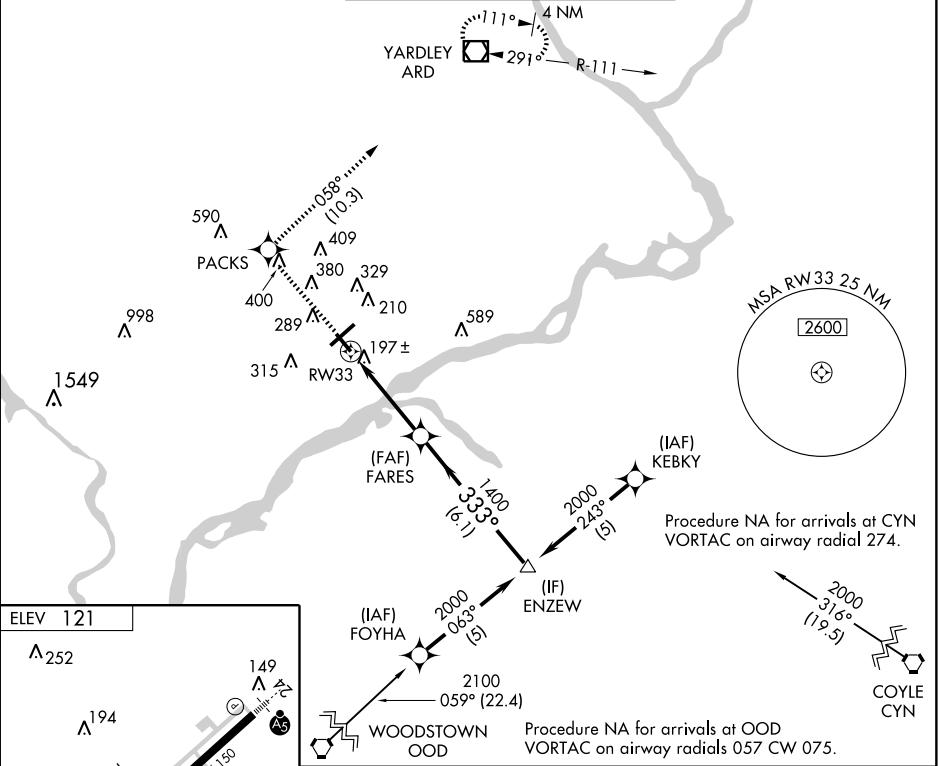
DME/DME RNP-0.3 NA.

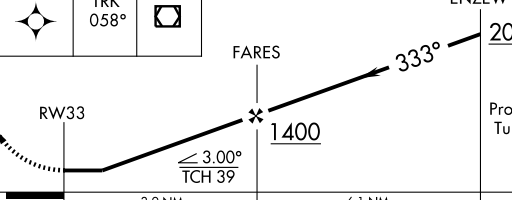
▼ When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and LNAV Cats C/D visibility ¼ mile.

▲ When VGSI inop, Straight-in/Circling Rwy 33 procedure NA at night.
When VGSI inop, Circling Rwy 15 NA at night.

MISSED APPROACH: Climb to 2000 direct PACKS and via 058° track to ARD VOR/DME and hold.

| | | | | |
|----------------|-------------------------------------|--|------------------|--------------------|
| ATIS 121.15 | PHILADELPHIA APP CON 123.8 291.7 | NORTHEAST PHILADELPHIA TOWER ★ 126.9 (CTAF) 0 278.8 | GND CON 121.7 | CLNC DEL 127.25 |
|----------------|-------------------------------------|--|------------------|--------------------|



| | | | | | | |
|-----------|-------------------|-------------|----------|---|----------------------|------------------------|
| 2000 ↑ | PACKS ✦ | TRK 058° | ARD ◼ |  | | |
| CATEGORY | A | | B | C | | D |
| LNAV MDA | 480-1 371 (400-1) | | | | | 480-1¼ 371 (400-1¼) |
| CIRCLING | 640-1 519 (600-1) | | | 640-1½ 519 (600-1½) | 700-2 579 (600-2) | |

VOR RWY 6

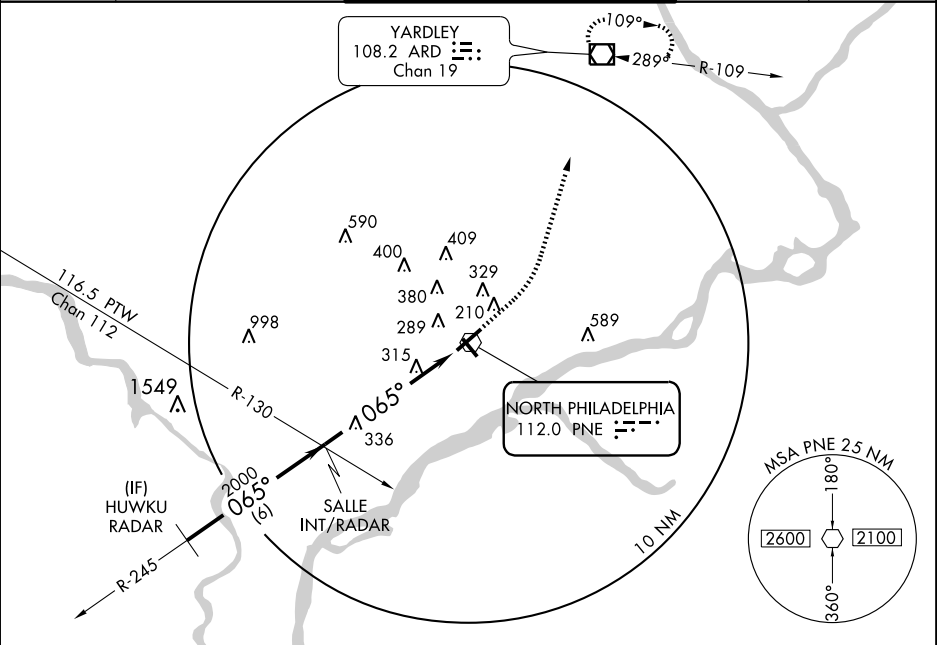
| | | | |
|---------|---------|----------|------|
| VOR PNE | APP CRS | Rwy Idg | 7000 |
| 112.0 | 065° | TDZE | 111 |
| | | Apt Elev | 121 |

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

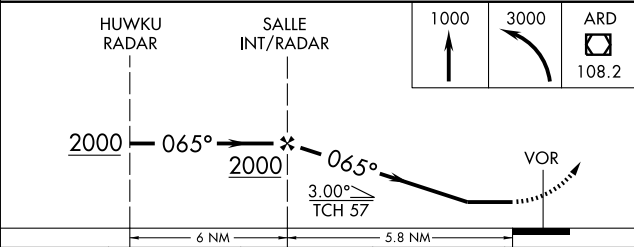
- ▼ When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and S-6 Cats. C/D visibility ¼ mile.

▲ When VGSI inop, Circling Rwy 15, 33 NA at night.
- MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct ARD VOR/DME and hold.

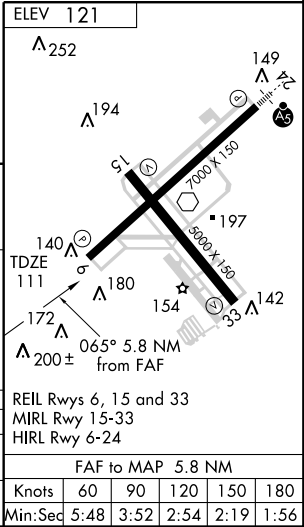
| | | | | |
|--------|----------------------|-------------------------------|---------|----------|
| ATIS | PHILADELPHIA APP CON | NORTHEAST PHILADELPHIA TOWER★ | GND CON | CLNC DEL |
| 121.15 | 123.8 291.7 | 126.9 (CTAF) 0 278.8 | 121.7 | 127.25 |



RADAR REQUIRED



| CATEGORY | A | B | C | D |
|----------|-------------------|---|---------------------|---------------------|
| S-6 | 600-1 484 (500-1) | | 600-1¼ 484 (500-1¼) | 600-1½ 484 (500-1½) |
| CIRCLING | 640-1 519 (600-1) | | 640-1½ 519 (600-1½) | 700-2 579 (600-2) |



▼

When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and S-24 Cats. C/D visibility ¼ mile. When VGSI inop, Circling Rwy 15, 33 NA at night.

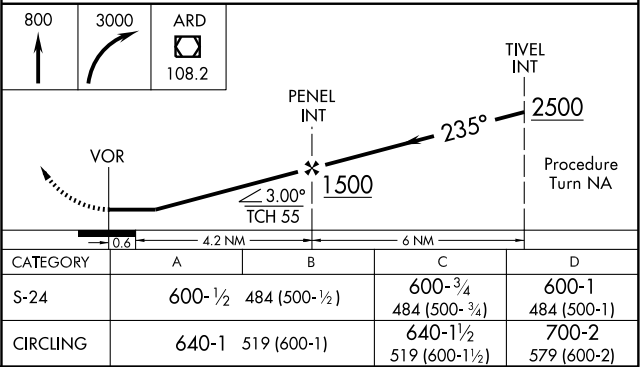
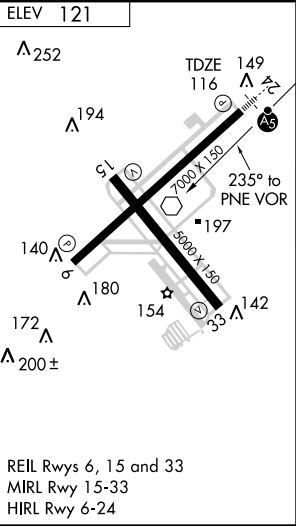
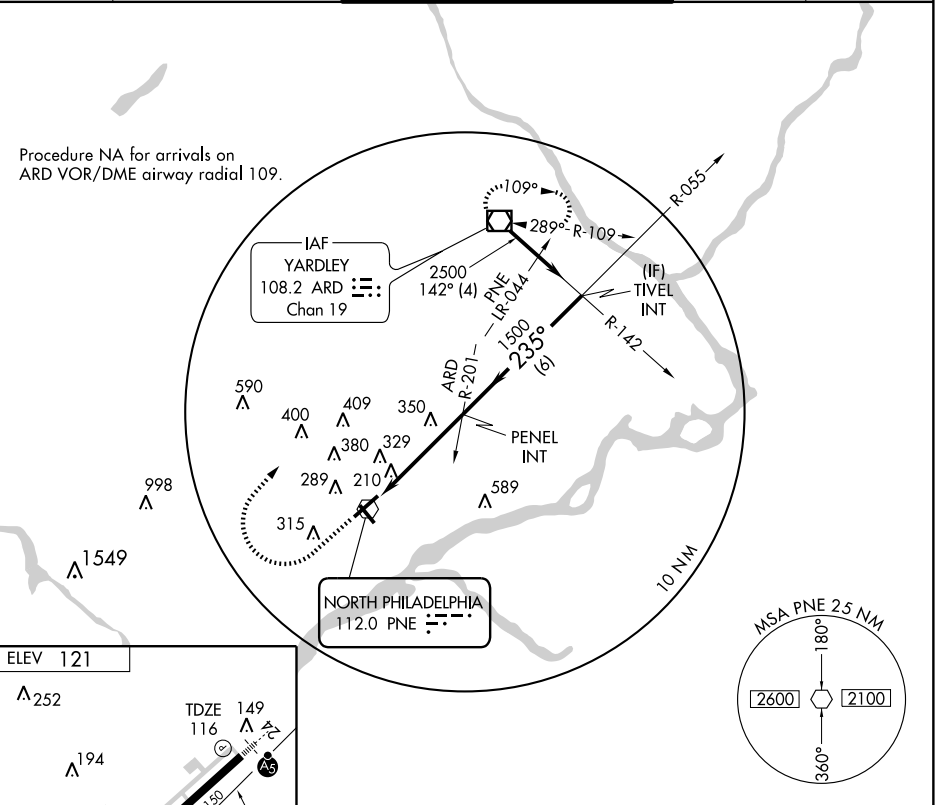
MALSR

MISSED APPROACH:

Climb to 800, then climbing right turn to 3000 direct ARD VOR/DME and hold.

| | | | | |
|----------------|-------------------------------------|--|------------------|--------------------|
| ATIS 121.15 | PHILADELPHIA APP CON 123.8 291.7 | NORTHEAST PHILADELPHIA TOWER ★ 126.9 (CTAF) 278.8 | GND CON 121.7 | CLNC DEL 127.25 |
|----------------|-------------------------------------|--|------------------|--------------------|




Procedure NA for arrivals on
ARD VOR/DME airway radial 109.



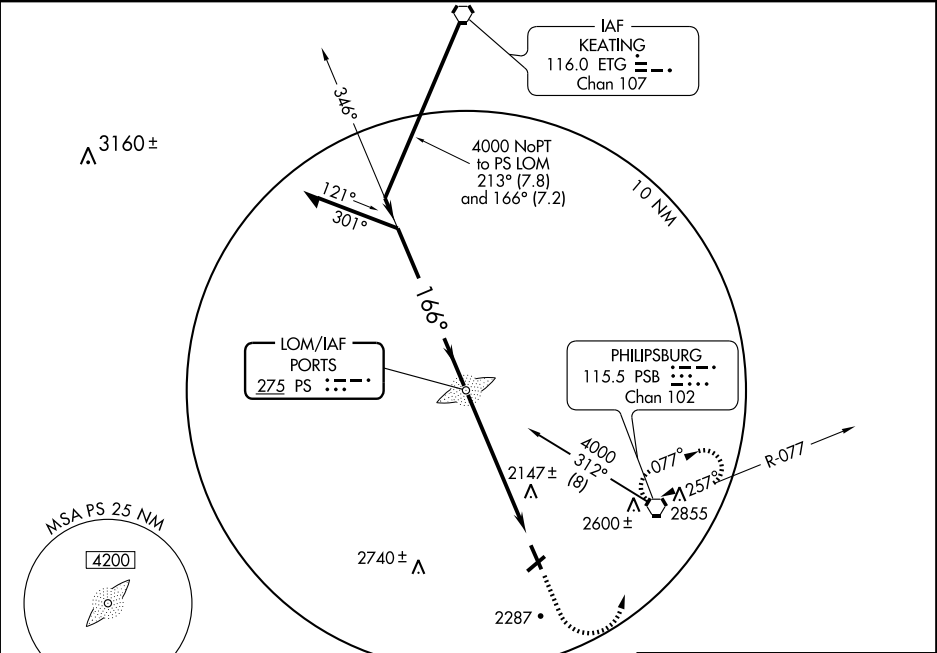
NDB RWY 16

PHILPSBURG/MID-STATE (PSB)

| | | | |
|--------|---------|----------|------|
| LOM PS | APP CRS | Rwy Idg | 5711 |
| 275 | 166° | TDZE | 1948 |
| | | Apt Elev | 1948 |

| | | |
|---|--|--|
|  Use University Park altimeter setting; when not received, procedure not authorized.  Inoperative table does not apply to S-16 Cats A and B. | MALSR  | MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct PSB VORTAC and hold. |
|---|--|--|

| | | |
|-------------------|--------------------------------|-----------------|
| AWOS-3 127.525 | NEW YORK CENTER 134.8 338.3 | CTAF 122.9 0 |
|-------------------|--------------------------------|-----------------|



TYRONE
114.9 TON
Chan 96

4100 037° (17.3°)

2518

Remain within 10 NM

4000 346° LOM

4000 166°

3000 4000 PSB 115.5

3.13° TCH 50

6 NM

| CATEGORY | A | B | C | D |
|----------|--------------------|----------------------------|----------------------------|----------------------------|
| S-16 | 2600-1 652 (700-1) | 2600-1 1/4 652 (700-1 1/4) | 2600-1 3/4 652 (700-1 3/4) | 2600-1 3/4 652 (700-1 3/4) |
| CIRCLING | 2620-1 672 (700-1) | 2660-1 712 (800-1) | 2740-2 1/4 792 (800-2 1/4) | 2760-2 3/4 812 (900-2 3/4) |

ELEV 1948

166° 6 NM from FAF

1948 TDZE

1968

1963

1952

2019

2004

5711 X 100

5006 X 100

1.0% UP

0.3% UP

MRL Rwy 6-24 and 16-34

FAF to MAP 6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---------|------|------|------|------|------|
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

VOR RWY 24

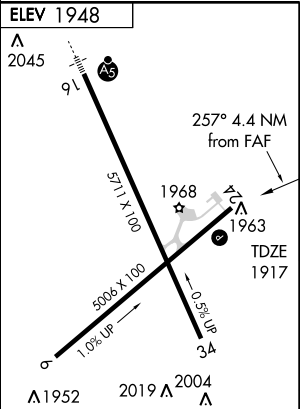
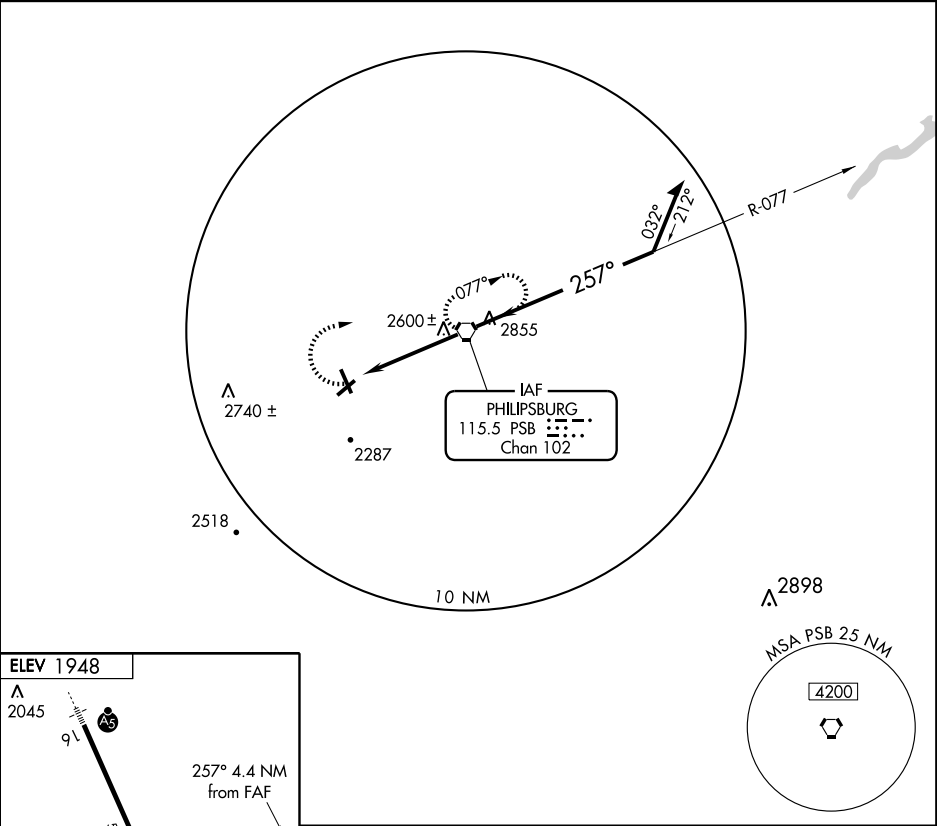
PHILIPSBURG/MID-STATE (PSB)

| | | | |
|------------|---------|----------|------|
| VORTAC PSB | APP CRS | Rwy Idg | 5006 |
| 115.5 | 257° | TDZE | 1917 |
| Chan 102 | | Apt Elev | 1948 |

▼ Use University Park altimeter setting; when not received, procedure not authorized.
▲ NA Inoperative table does not apply.

MISSED APPROACH: Climbing right turn to 4000 direct PSB VORTAC and hold.

| | | |
|-------------------|--------------------------------|-----------------|
| AWOS-3 127.525 | NEW YORK CENTER 134.8 338.3 | CTAF 122.9 0 |
|-------------------|--------------------------------|-----------------|



| | | | | | |
|---------------------------|------|------|------|------|------|
| MIRL Rwy 6-24 and 16-34 0 | | | | | |
| FAF to MAP 4.4 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

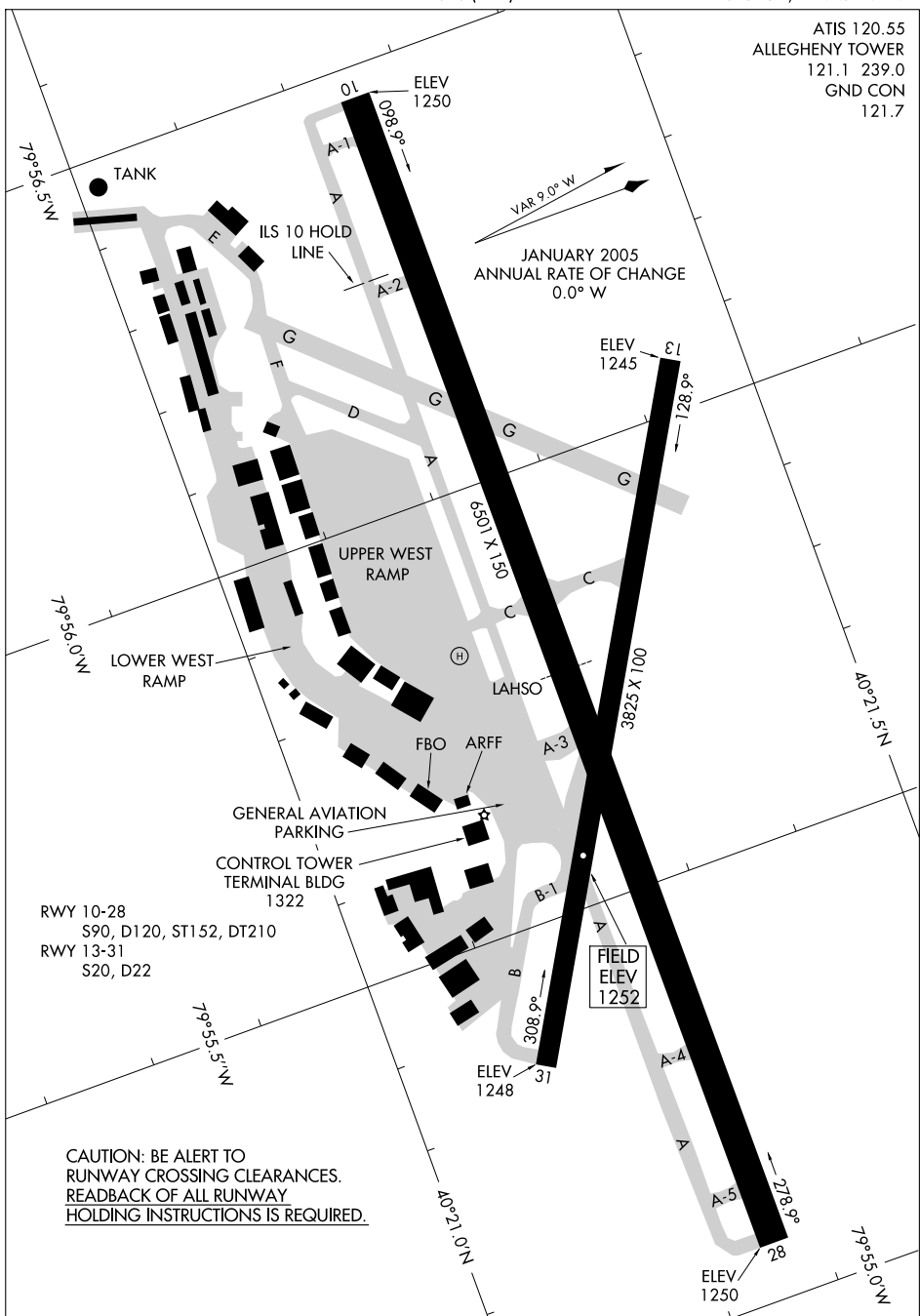
| | | | | | |
|---|--------------|--------------|-------------------------|-----------------------|------|
| 4000 | PSB 115.5 | VORTAC | 077° | Remain within 10 NM | 4000 |
| VGS1 and descent angles not coincident. | | | | | |
| 4.4 NM | | | | | |
| CATEGORY | A | B | C | D | |
| S-24 | 2840-1¼ | 923 (900-1¼) | 2840-2¾ 923 (900-2¾) | 2840-3 923 (900-3) | |
| CIRCLING | 2840-1¼ | 892 (900-1¼) | 2840-2¾ 892 (900-2¾) | 2840-3 892 (900-3) | |

AIRPORT DIAGRAM

AL-326 (FAA)

PITTSBURGH / ALLEGHENY COUNTY (AGC)
PITTSBURGH, PENNSYLVANIA

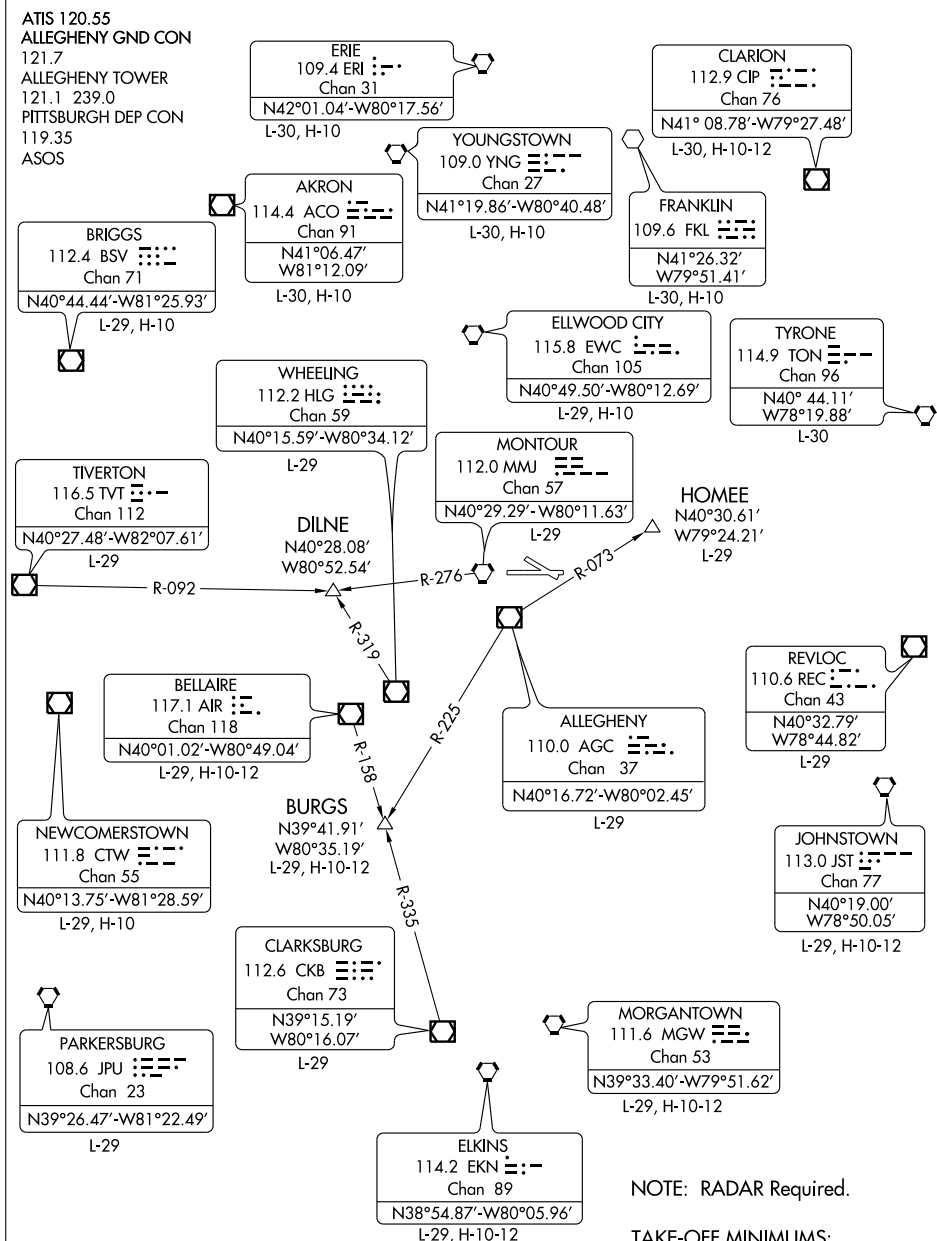
ATIS 120.55
ALLEGHENY TOWER
121.1 239.0
GND CON
121.7



CAUTION: BE ALERT TO
RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY
HOLDING INSTRUCTIONS IS REQUIRED.

NE-4, 22 OCT 2009 to 19 NOV 2009

ALLEGHENY FIVE DEPARTURE



(NARRATIVE ON FOLLOWING PAGE)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10: Climb heading 099° to 1700, thence. . . .

TAKE-OFF RUNWAY 13: Climb heading 129° to 1700, thence. . . .

TAKE-OFF RUNWAY 28: Climb heading 279° to 1700, thence. . . .

TAKE-OFF RUNWAY 31: Climb heading 309° to 1700, thence. . . .

. . . . expect radar vectors to filed/assigned route and/or depicted fix.

All aircraft cleared as filed, climb and maintain 3000 feet. Expect further clearance to filed altitude 10 minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 10, Vehicle 91' from DER, 492' right of centerline, 15' AGL/1254' MSL.

Tree 3783' from DER, 713' left of centerline, 69' AGL/1352' MSL.

Rwy 13, Vehicle 73' from DER, 412' right of centerline, 15' AGL/1254' MSL.

Trees beginning 385' from DER, 120' right of centerline,
up to 40' AGL/1268' MSL.

Rwy 31, Pole 265' from DER, 298' right of centerline, 49' AGL/1263' MSL.

| | | | |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-AGC 109.1 | APP CRS 281° | Rwy Idg TDZE Apt Elev | 6501 1251 1252 |
|---------------------------|------------------------|-----------------------------|---|

ILS or LOC RWY 28

PITTSBURGH / ALLEGHENY COUNTY (AGC)

T ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR



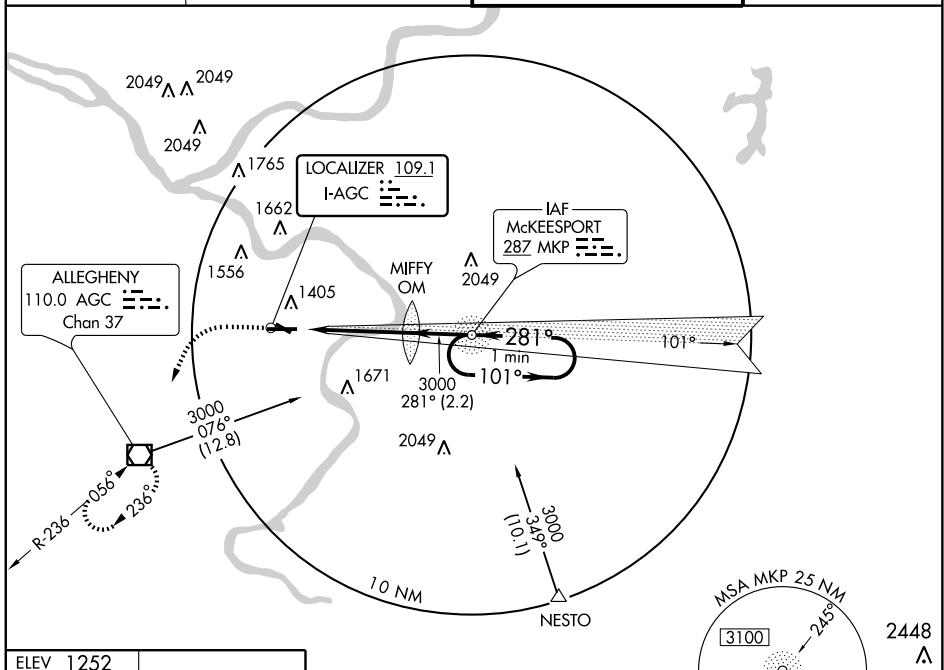
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct AGC VOR/DME and hold

ATIS
120.55

PITTSBURGH APP CON
119.35 285.57

ALLEGHENY TOWER
121.1 239.0

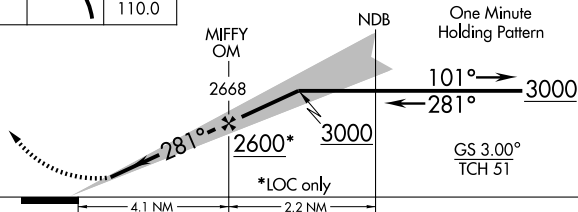
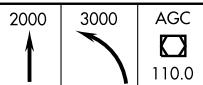
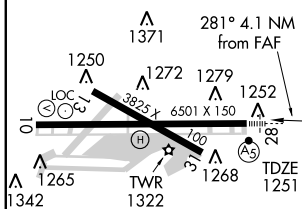
GND CON
121.7



NE-4. 22 OCT 2009 to 19 NOV 2009

| | |
|-----------|--|
| ELEV 1252 | |
|-----------|--|

ADF REQUIRED



REIL Rwy 10, 13, and 31
HIRL Rwy 10-28 and 13-31

| | | | | | | | | |
|-------------------|------|------|------|------|------|----------|---------------------|---------------------|
| FAF to MAP 4.1 NM | | | | | | S-LOC 28 | 1660/24 409 (500-½) | 1660/40 409 (500-¾) |
| Knots | 60 | 90 | 120 | 150 | 180 | CIRCLING | 1740-1½ | 1820-2 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 | | 488 (500-1½) | 568 (600-2) |

| | | | |
|---------------------|-------------|----------|-------------|
| LOC I-SAQ | APP CRS | Rwy Idg | 6501 |
| <u>109.1</u> | 099° | TDZE | 1251 |
| | | Apt Elev | 1252 |

ILS RWY 10

PITTSBURGH / ALLEGHENY COUNTY (AGC)

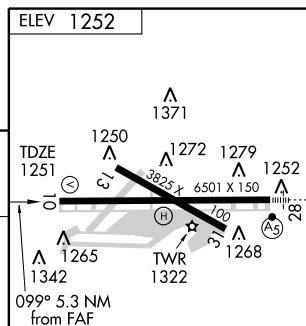
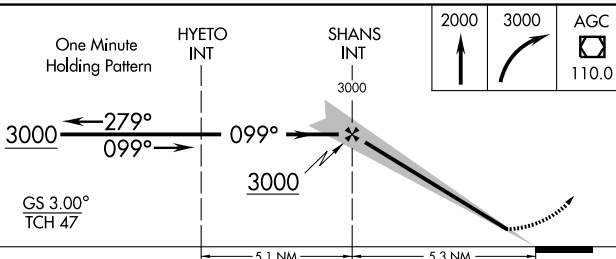
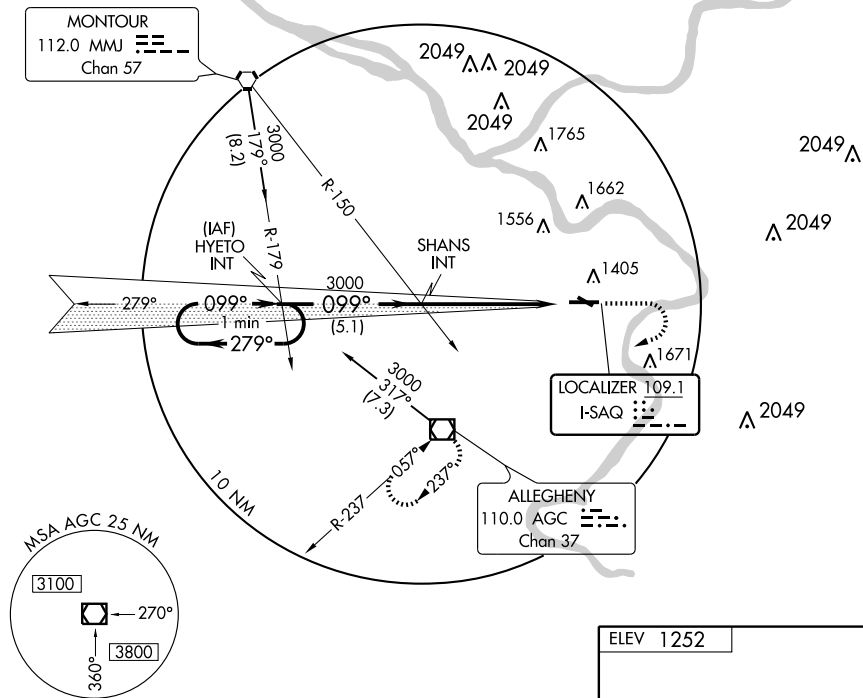
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct AGC VOR/DME and hold.

ATIS
120.55

PITTSBURGH APP CON
119.35 285.57

ALLEGHENY TOWER
121.1 239.0

GND CON
121.7



| CATEGORY | A | B | C | D | REIL Rwys 10, 13, and 31 HIRL Rwys 10-28 and 13-31 | | | | |
|----------|--------------------|-------------------------|-------------------------|---------|---|------|------|------|------|
| S-ILS 10 | 1451-¾ 200 (200-¾) | | | | | | | | |
| S-LOC 10 | 1740-1 489 (500-1) | 1740-1¼ 489 (500-1¼) | 1740-1½ 489 (500-1½) | | | | | | |
| | FAF to MAP 5.3 NM | | | | | | | | |
| CIRCLING | 1740-1 488 (500-1) | 1740-1½ 488 (500-1½) | 1820-2 568 (600-2) | Knots | 60 | 90 | 120 | 150 | 180 |
| | | | | Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

NESTO

N40°11.67'-W79°42.82'

VERTICAL NAVIGATION PLANNING INFORMATION

PITTSBURGH TURBOJETS:

WEST FLOW-Expect clearance to cross at 10,000' and 250K. When Rwy 28 simultaneous approach is in use, expect clearance to cross at 9000'.

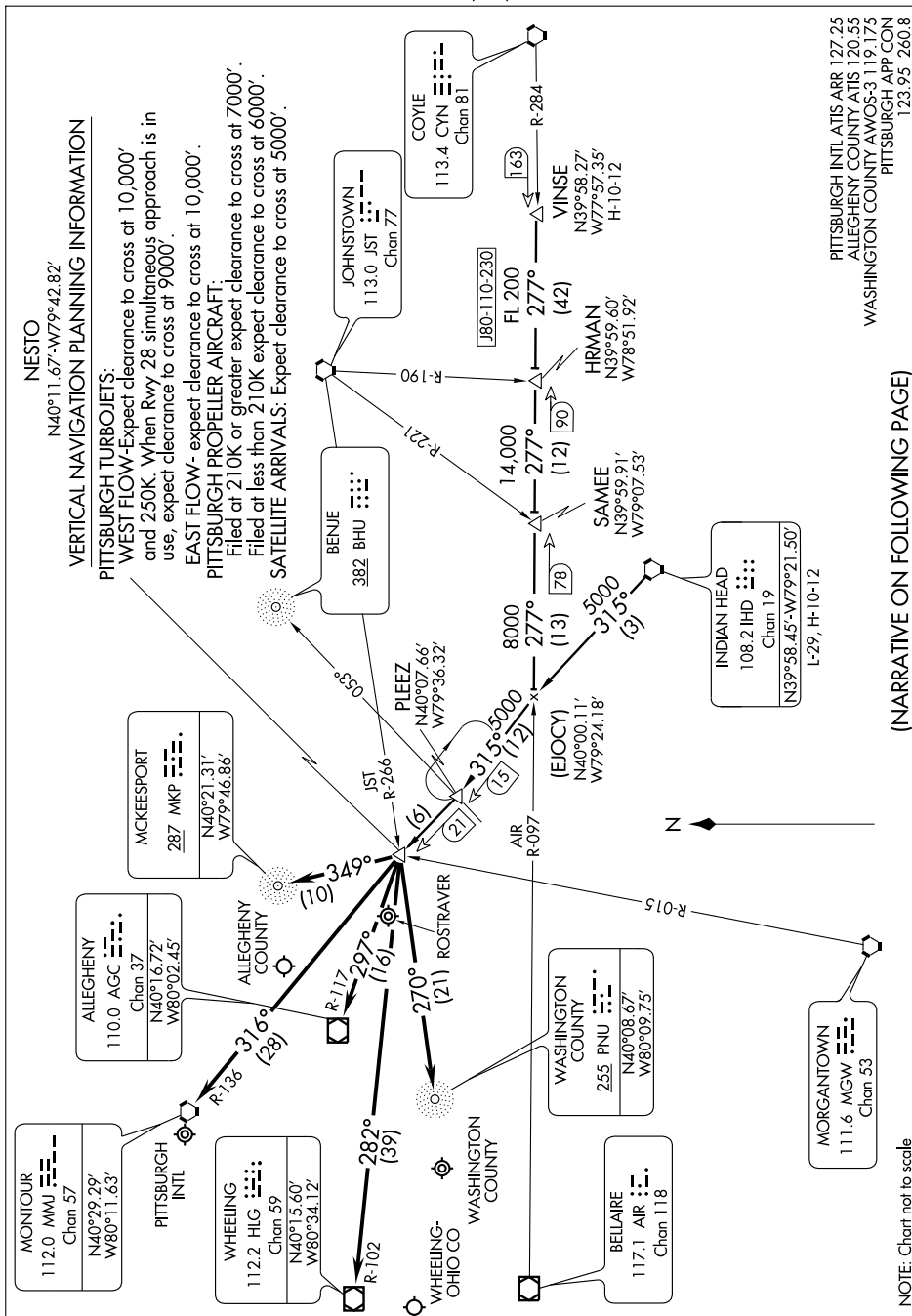
EAST FLOW- expect clearance to cross at 10,000'.

PITTSBURGH PROPELLER AIRCRAFT:

Filed at 210K or greater expect clearance to cross at 7000'.

Filed at less than 210K expect clearance to cross at 6000'

TELETYPE ARRIVALS: Expect clearance to cross at 5000'.



NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

NE-4. 22 OCT 2009 to 19 NOV 2009

ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: From over NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

....AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 97325 W10A | APP CRS 099° | Rwy ldg TDZE Apt Elev | 6501 1251 1252 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 10
PITTSBURGH / ALLEGHENY COUNTY (AGC)

▼ Baro-VNAV NA below -17°C (2°F).
DME/DME RNP-0.3 NA.

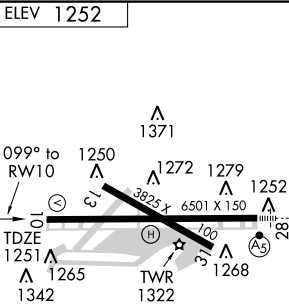
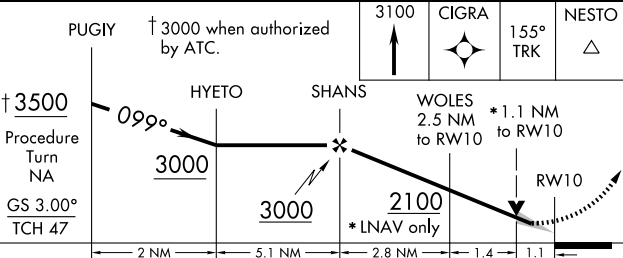
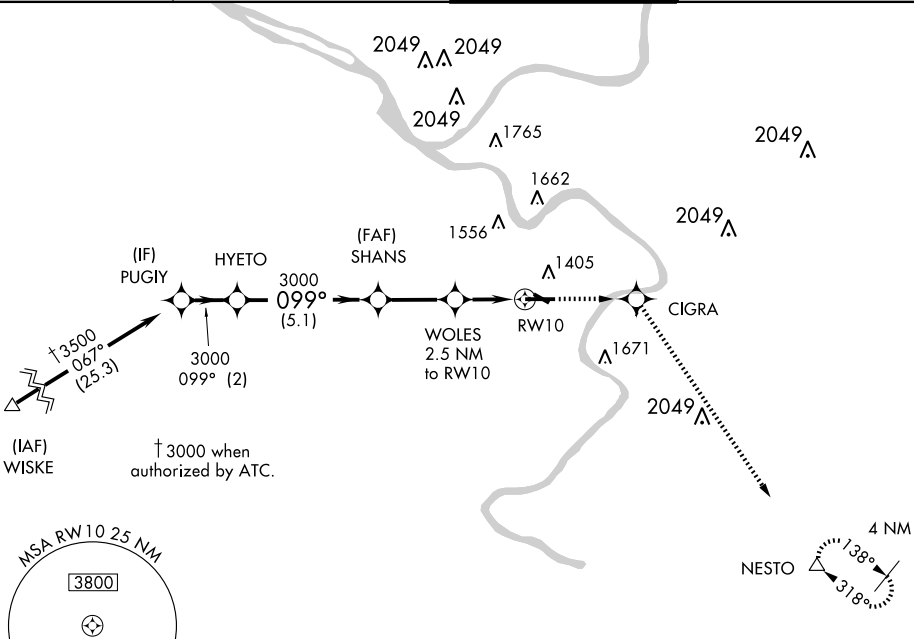
MISSED APPROACH: Climb to 3100 direct CIGRA
and via 155° track to NESTO and hold.

ATIS
120.55

PITTSBURGH APP CON
119.35 285.57

ALLEGHENY TOWER
121.1 239.0

GND CON
121.7



| CATEGORY | A | B | C | D |
|--------------|------------------------|---|------------------------|--------------------|
| LPV DA | 1501-3/4 250 (300-3/4) | | | |
| LNAV/VNAV DA | 1642-1 391 (400-1 1/4) | | | |
| LNAV MDA | 1660-1 409 (500-1) | | 1660-1 409 (500-1 1/4) | |
| CIRCLING | 1740-1 488 (500-1 1/4) | | 1740-1 488 (500-1 1/2) | 1820-2 568 (600-2) |

REIL Rwy 10, 13, and 31
HIRL Rwy 10-28 and 13-31

▼

Baro-VNAV NA below -17°C (2°F).
DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats.

MALSR

MISSED APPROACH: Climb to 3000
direct MESIE and via 197° track to
AGC VOR/DME and hold.

| | | | |
|-----------------------|--|---------------------------------------|-------------------------|
| ATIS 120.55 | PITTSBURGH APP CON 119.35 285.57 | ALLEGHENY TOWER 121.1 239.0 | GND CON 121.7 |
|-----------------------|--|---------------------------------------|-------------------------|

Procedure NA for arrivals at HOMEE via V119 northbound, and arrivals at MILWO via V12 eastbound.

ELEV 1252

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|-----------------------------|---------------------|----------|---|---|---|---|--------|---------------------|--|--|--|--------------|---------------------|--|--|--|----------|---------------------|--|---------------------|---------------------|----------|----------------------|--|-----------------------------|--------------------|
| REIL Rwy 10, 13, and 31 HIRL Rwy 10-28 and 13-31 | <table><tr><td>CATEGORY</td><td>A</td><td>B</td><td>C</td><td>D</td></tr><tr><td>LPV DA</td><td colspan="4">1563/24 312 (400-½)</td></tr><tr><td>LNAV/VNAV DA</td><td colspan="4">1625/40 374 (400-¾)</td></tr><tr><td>LNAV MDA</td><td colspan="2">1700/24 449 (500-½)</td><td>1700/40 449 (500-¾)</td><td>1700/50 449 (500-1)</td></tr><tr><td>CIRCLING</td><td colspan="2">1740-1¼ 488 (500-1¼)</td><td>1740-1½ 1820-2 488 (500-1½)</td><td>1820-2 568 (600-2)</td></tr></table> | | | | CATEGORY | A | B | C | D | LPV DA | 1563/24 312 (400-½) | | | | LNAV/VNAV DA | 1625/40 374 (400-¾) | | | | LNAV MDA | 1700/24 449 (500-½) | | 1700/40 449 (500-¾) | 1700/50 449 (500-1) | CIRCLING | 1740-1¼ 488 (500-1¼) | | 1740-1½ 1820-2 488 (500-1½) | 1820-2 568 (600-2) |
| CATEGORY | A | B | C | D | | | | | | | | | | | | | | | | | | | | | | | | | |
| LPV DA | 1563/24 312 (400-½) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LNAV/VNAV DA | 1625/40 374 (400-¾) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LNAV MDA | 1700/24 449 (500-½) | | 1700/40 449 (500-¾) | 1700/50 449 (500-1) | | | | | | | | | | | | | | | | | | | | | | | | | |
| CIRCLING | 1740-1¼ 488 (500-1¼) | | 1740-1½ 1820-2 488 (500-1½) | 1820-2 568 (600-2) | | | | | | | | | | | | | | | | | | | | | | | | | |

NE-4: 22 OCT 2009 to 19 NOV 2009

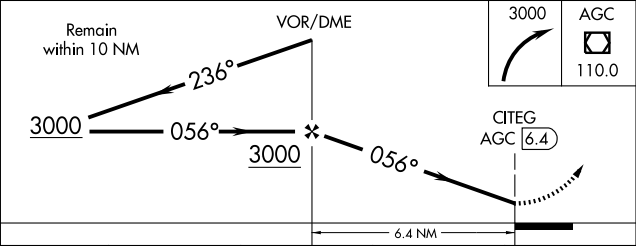
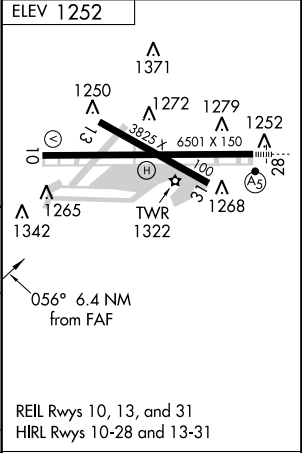
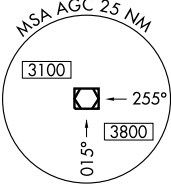
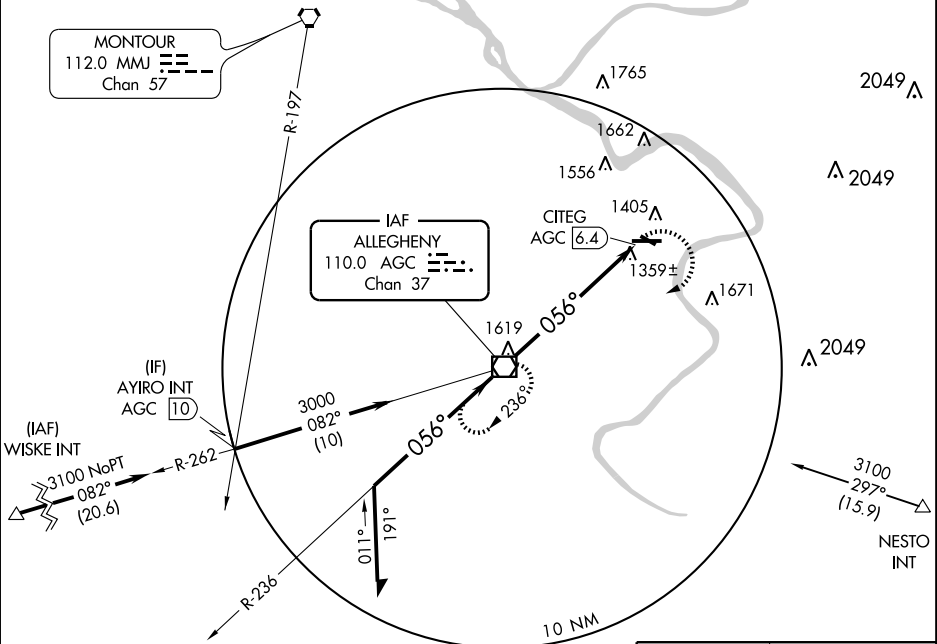
| | | | |
|-------------|---------|----------|------|
| VOR/DME AGC | APP CRS | Rwy Idg | N/A |
| 110.0 | 056° | TDZE | N/A |
| Chan 37 | | Apt Elev | 1252 |

PITTSBURGH / ALLEGHENY COUNTY (AGC)

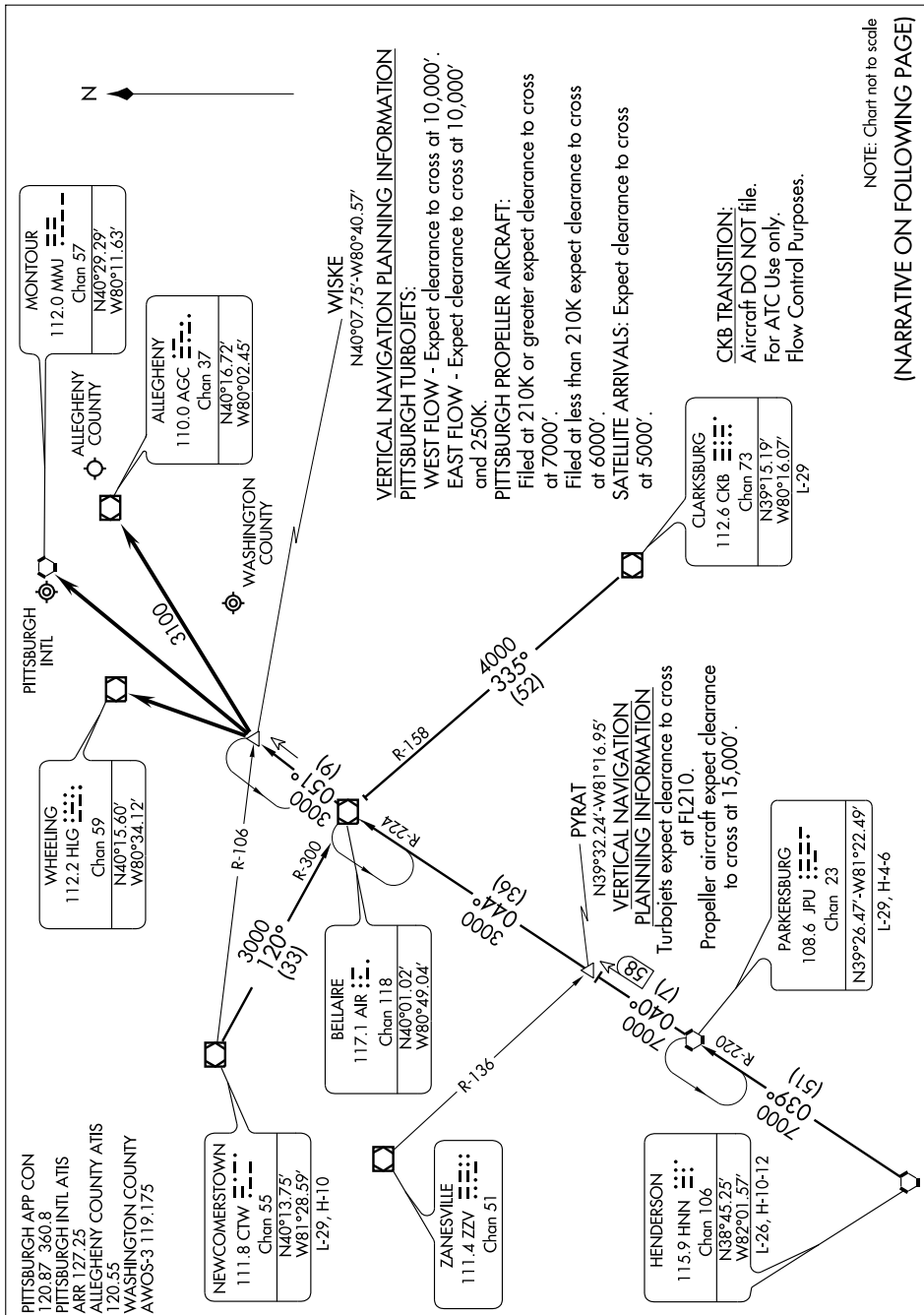
⚠ If local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 3000 direct AGC VOR/DME and hold.

| | | | |
|----------------|-------------------------------------|--------------------------------|------------------|
| ATIS 120.55 | PITTSBURGH APP CON 119.35 285.57 | ALLEGHENY TOWER 121.1 239.0 | GND CON 121.7 |
|----------------|-------------------------------------|--------------------------------|------------------|



| CATEGORY | A | B | C | D | FAF to MAP 6.4 NM | | | | | |
|----------|--------------------|---|-------------------------|----|-------------------|------|------|------|------|------|
| CIRCLING | 1740-1 488 (500-1) | | 1740-1½ 488 (500-1½) | NA | Knots | 60 | 90 | 120 | 150 | 180 |
| | | | | | Min:Sec | 6:24 | 4:16 | 3:12 | 2:34 | 2:08 |



ARRIVAL DESCRIPTION

CLARKSBURG TRANSITION (CKB.WISKE3): From over CKB VOR/DME via CKB R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT.
Thence. . . .

HENDERSON TRANSITION (HNN.WISKE3): From over HNN VORTAC via HNN R-039 and JPU R-220 to JPU VORTAC, then via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

NEWCOMERSTOWN TRANSITION (CTW.WISKE3): From over CTW VOR/DME via CTW R-120 and AIR R-300 to AIR VOR/DME, then via AIR R-051 to WISKE INT.
Thence. . . .

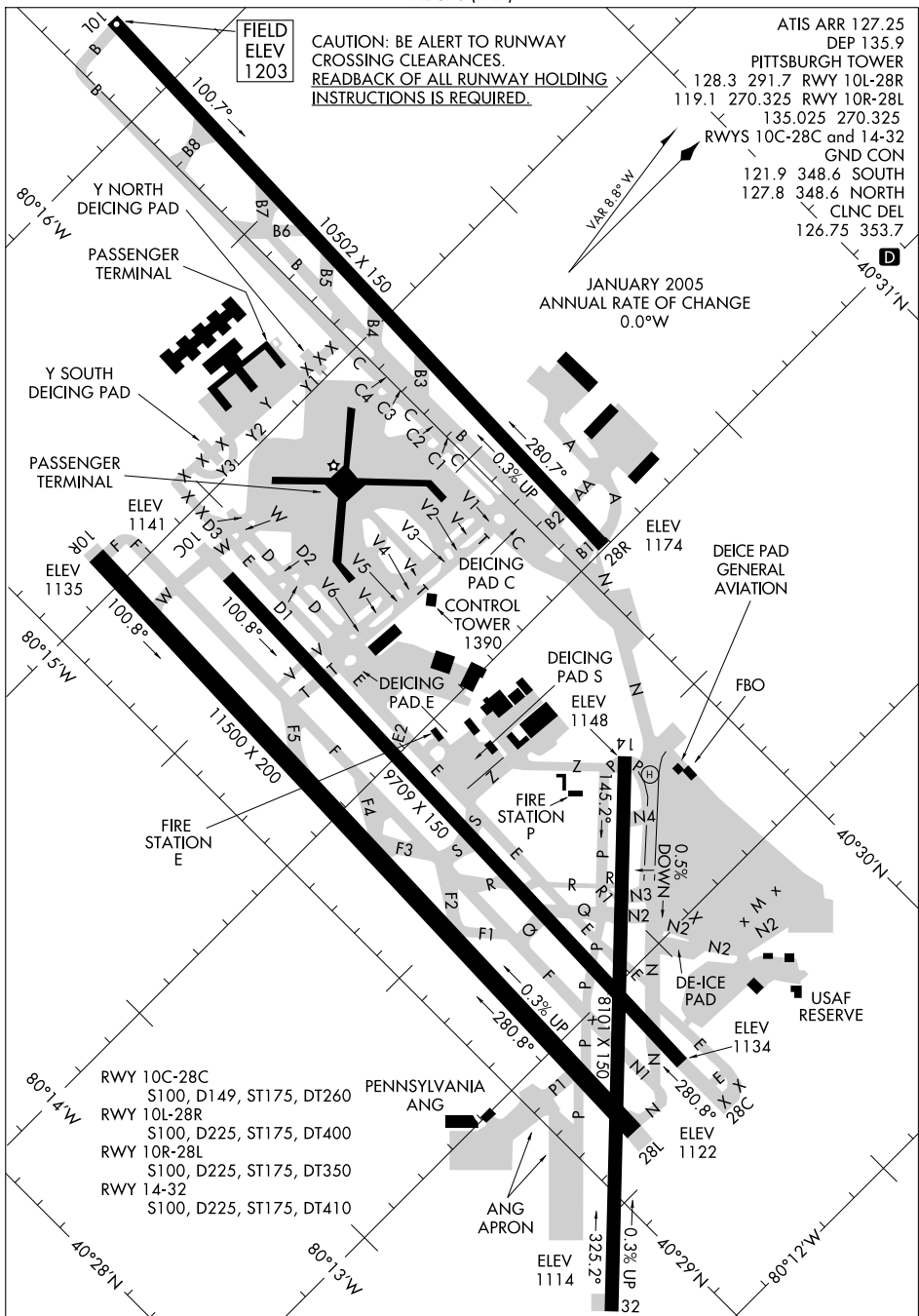
PARKERSBURG TRANSITION (JPU.WISKE3): From over JPU VORTAC via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT.
Thence. . . .

. . . .From over WISKE INT:

For Pittsburgh Intl: direct MMJ VORTAC (MEA 3000). Expect vectors after WISKE INT.

For Allegheny County: direct AGC VOR/DME (MEA 3100), direct Allegheny County.

For Washington County: direct HLG VOR/DME (MEA 3000), direct Washington County.

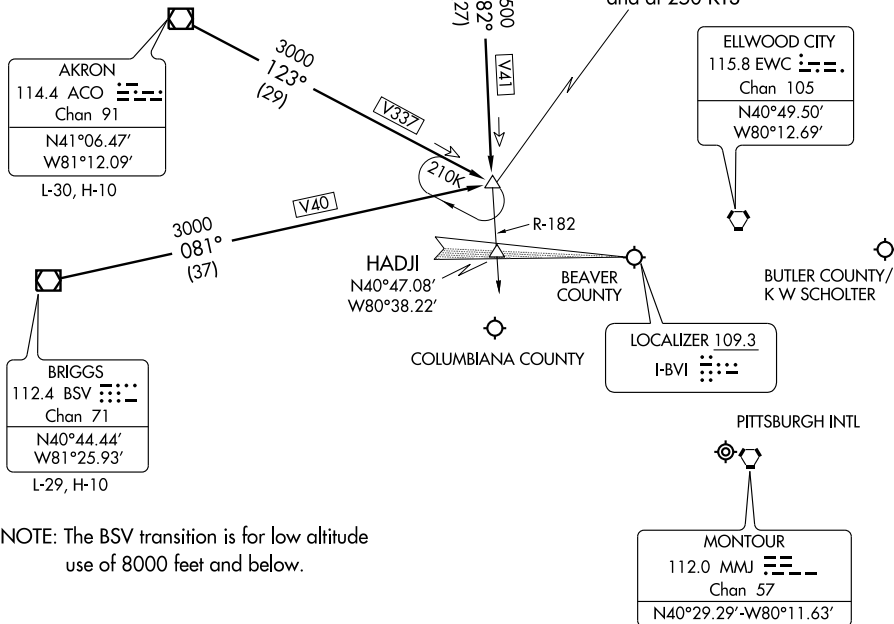


PITTSBURGH APP CON
121.25 337.4
BEAVER COUNTY ATIS
118.35
PITTSBURGH INTL ATIS
APR 127.25
BUTLER COUNTY/
KW SCHOLTER FIELD
AWOS-3 133.825

YOUNGSTOWN
109.0 YNG
Chan 27
N41°19.86'
W80°40.48'
L-30, H-10

CUTTA
N40°52.58'-W80°38.59'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

PIT WEST FLOW:
Expect clearance to cross at 10,000'
PIT EAST FLOW:
Expect clearance to cross at 10,000'
and at 250 KTS



NOTE: The BSV transition is for low altitude use of 8000 feet and below.

NOTE: Chart not to scale.

AKRON TRANSITION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123 to CUTTA INT. Thence. . . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081 to CUTTA INT. Thence. . . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via YNG R-182 to CUTTA INT. Thence. . . .

. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

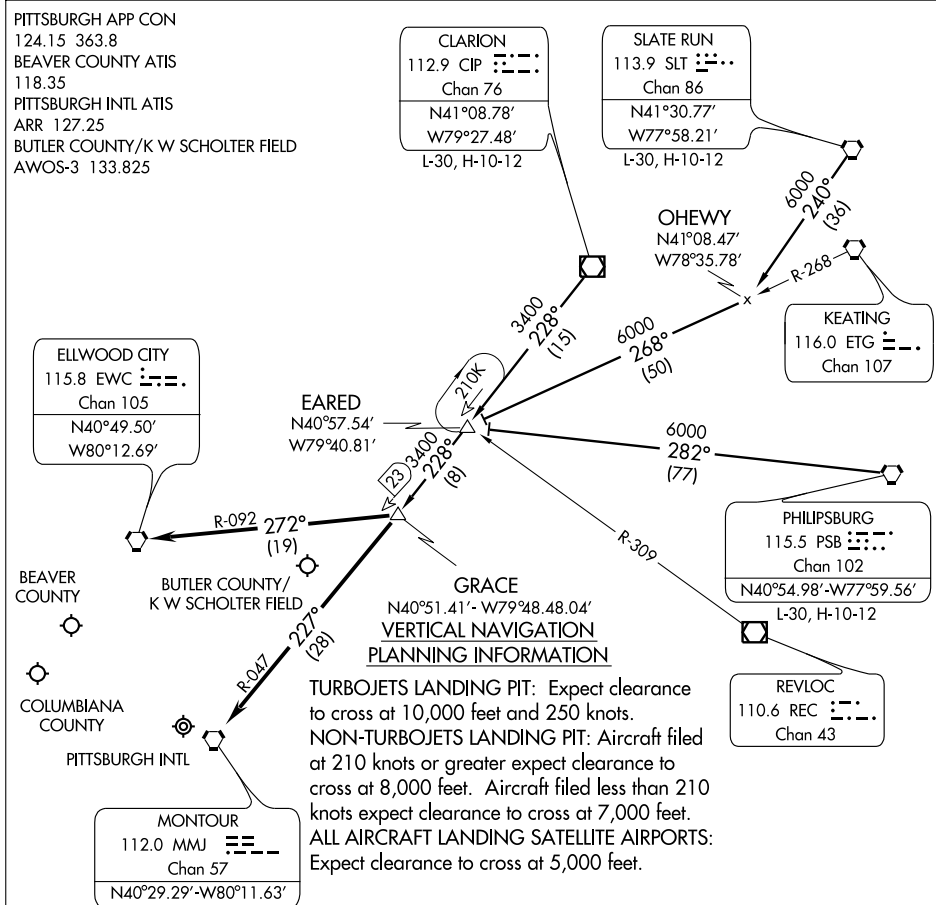
BVI (EAST FLOW) direct HADJI

(WEST FLOW) direct EWC

BTP and 02G direct EWC

GRACE TWO ARRIVAL

PITTSBURGH, PENNSYLVANIA



NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE2): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE2): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

SLATE RUN TRANSITION (SLT.GRACE2): From over SLT VORTAC via SLT R-240 to ETG R-268 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after Grace Int.

Direct EWC, direct Beaver County.

Direct EWC, direct Bulter County/K W Scholter Field.

Direct EWC, direct Columbiana County.

| LOC | I-GUT | APP CRS | Rwy Idg | 10R | 10C |
|--------------|-------|-------------|----------|--------------|-------------|
| 108.9 | | 100° | | 11500 | 9709 |
| | | | TDZE | 1135 | 1139 |
| | | | Apt Elev | 1204 | 1204 |

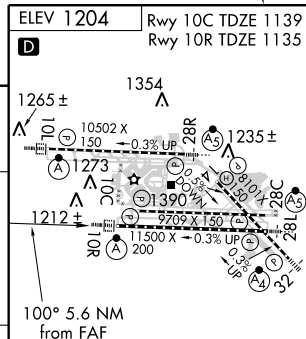
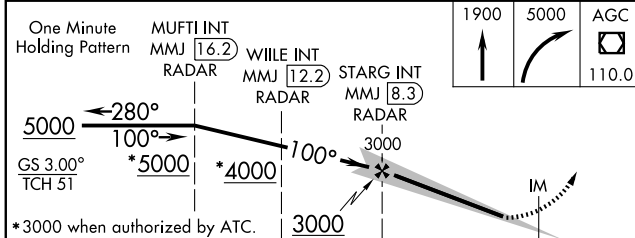
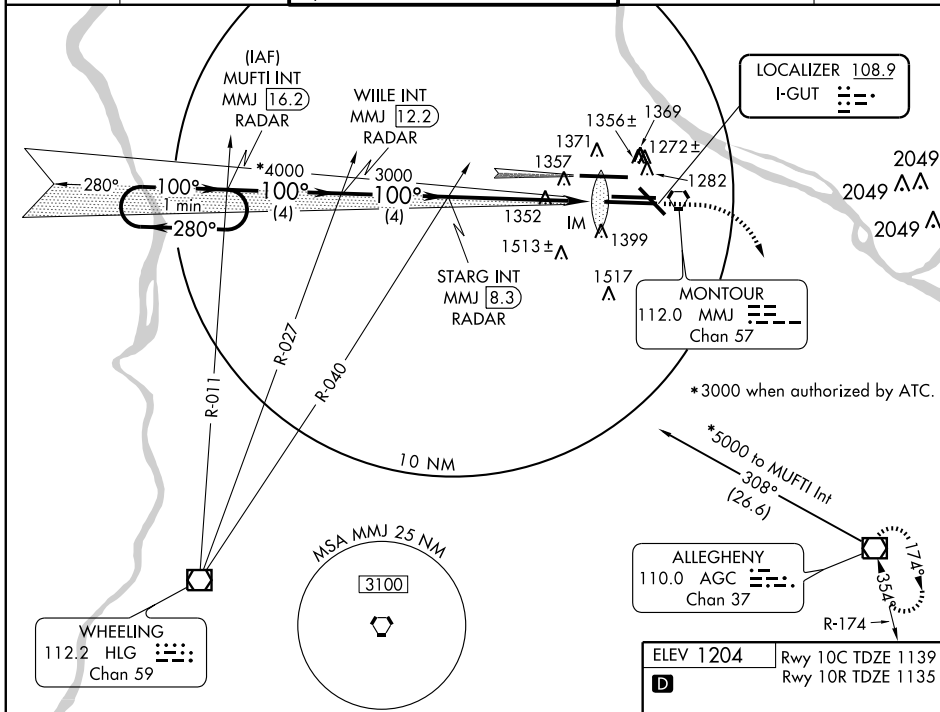
ILS or LOC RWY 10R PITTSBURGH INTL (PIT)

Simultaneous approach authorized with Rwy 10L.



MISSED APPROACH: Climb to 1900, then climbing right turn to 5000 direct AGC VOR/DME and hold.

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|-------------------|---------------------|--|--------------------------|---------------------|
| ARR 127.25 | | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | |
| DEP 135.9 | 123.95 360.8 | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | 126.75 353.7 |
| | | Rwy 10R-28L 119.1 270.325 | | |




| CATEGORY | A | B | C | D |
|--------------|---------------------|---------|----------------------|---------------------|
| S-ILS 10R | | 1335/18 | 200 (200-½) | |
| S-LOC 10R | 1620/24 485 (500-½) | | 1620/40 485 (500-¾) | 1620/50 485 (500-1) |
| CIRCLING | 1700-1 496 (500-1) | | 1700-1½ 496 (500-1½) | 1760-2 556 (600-2) |
| SIDESTEP 10C | 1620/50 481 (500-1) | | 1620-1½ 481 (500-1½) | 1620-2 481 (500-2) |

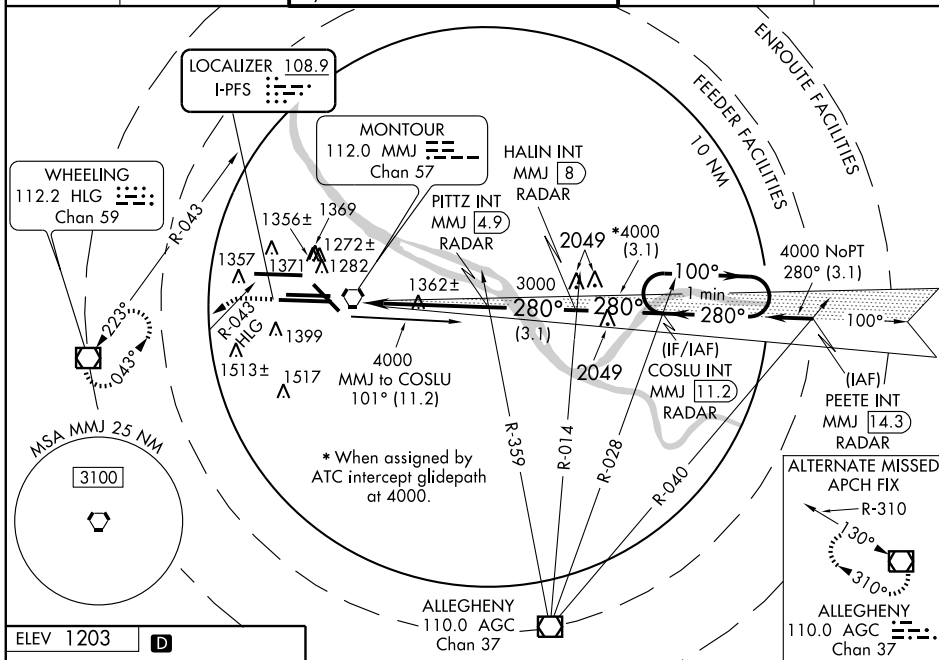
| | |
|---|--------------------------|
| REIL Rwy 10C | |
| TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32 | |
| HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32 | |
| FAF to MAP 5.6 NM | |
| Knots | 60 90 120 150 180 |
| Min:Sec | 5:36 3:44 2:48 2:14 1:52 |

| | | | | |
|--------------|-------------|----------|-------------|-------------|
| LOC I-PFS | APP CRS | Rwy Idg | 28L 11500 | 28C 9709 |
| <u>108.9</u> | 280° | TDZE | 1125 | 1134 |
| | | Apt Elev | 1203 | 1203 |

ILS or LOC RWY 28L
PITTSBURGH INTL (PIT)

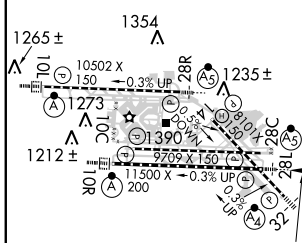
- | | |
|--|---|
| <p>Simultaneous approach authorized with Rwy 28R. For inoperative MALSR, increase S-ILS 28L Cat E visibility to RVR 4000 and increase S-LOC 28L Cat E visibility to 1/4.</p> | <p>MALSR</p>  <p>MISSED APPROACH: Climb to 4000 via heading 280° and HLG R-043 to HLG VOR/DME and hold. (TACAN only aircraft. . .RADAR REQUIRED.)</p> |
|--|---|

| | | | | | | | | |
|------|---------------|---------------------|---------------------|------------------------|---------|--------------------|---------------------|--|
| ATIS | | PITTSBURGH TOWER | | | GND CON | | CLNC DEL | |
| ARR | 127.25 | PITTSBURGH APP CON | Rwys 10L-28R | 128.3 291.7 | SOUTH | 121.9 348.6 | 126.75 353.7 | |
| DEP | 135.9 | 123.95 360.8 | Rwys 10C-28C, 14-32 | 135.025 270.325 | NORTH | 127.8 348.6 | | |
| | | | Rwy 10R-28L | 119.1 270.325 | | | | |




| | |
|-----------|---|
| ELEV 1203 | D |
|-----------|---|

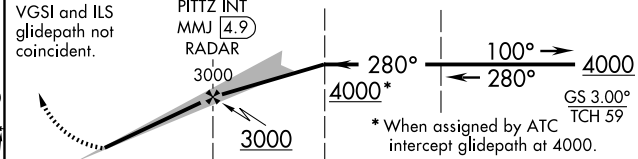
Rwy 28L TDZE 1125
Rwy 28C TDZE 1134



REIL Rwy 10C
TDZ/CL Rwy 10L, 10R, 28L, 28R,
28C, and 32
HIRL Rwy 10L-28R, 10C-28C,
10R-28L and 14-32

| FAF to MAP 5.6 NM | | | | | |
|-------------------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

| | | | | | | |
|-----------|-------------|-----------------------|--|------------------------------------|---------------------------------------|-------------------------------|
| 4000 ↑ | HGD 280° | HLG R-043 112.2 | HLG  112.2 | HALIN INT MMJ <u>8</u> RADAR | COSLU INT MMJ <u>11.2</u> RADAR | One Minute Holding Pattern |
|-----------|-------------|-----------------------|--|------------------------------------|---------------------------------------|-------------------------------|



| | | | | | | | | | | |
|-----------------|---------|-------------|-------------------------|--|------------------------|--|-------------------------|--|------------------------|--|
| | 5.6 NM | | 3.1 NM | | 3.1 NM | | | | | |
| CATEGORY | A | | B | | C | | D | | E | |
| S-ILS 28L | 1325/18 | | 200 (200-½) | | | | | | 1325/24 200 (200-½) | |
| S-LOC 28L | 1620/24 | 495 (500-½) | 1620/40 495 (500-¾) | | 1620/50 495 (500-1) | | 1620/60 495 (500-1¼) | | | |
| SIDESTEP 28C | 1620-1 | 486 (500-1) | 1620-1½ 486 (500-1½) | | 1620-2 486 (500-2) | | 1620-2¼ 486 (500-2¼) | | | |
| CIRCLING | 1700-1 | 497 (500-1) | 1700-1½ 497 (500-1½) | | 1760-2 557 (600-2) | | 1860-2¼ 657 (700-2¼) | | | |

ILS or LOC RWY 28R
PITTSBURGH INTL (PIT)

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 direct EWC VORTAC and hold. (TACAN aircraft continue via EWC R-002 to HAXIT/5 DME and hold N. RT. 182° inbound.)

MISSED APCH FIX

R-002

182°

002°

ELLWOOD CITY
115.8 EWC

Chan 105

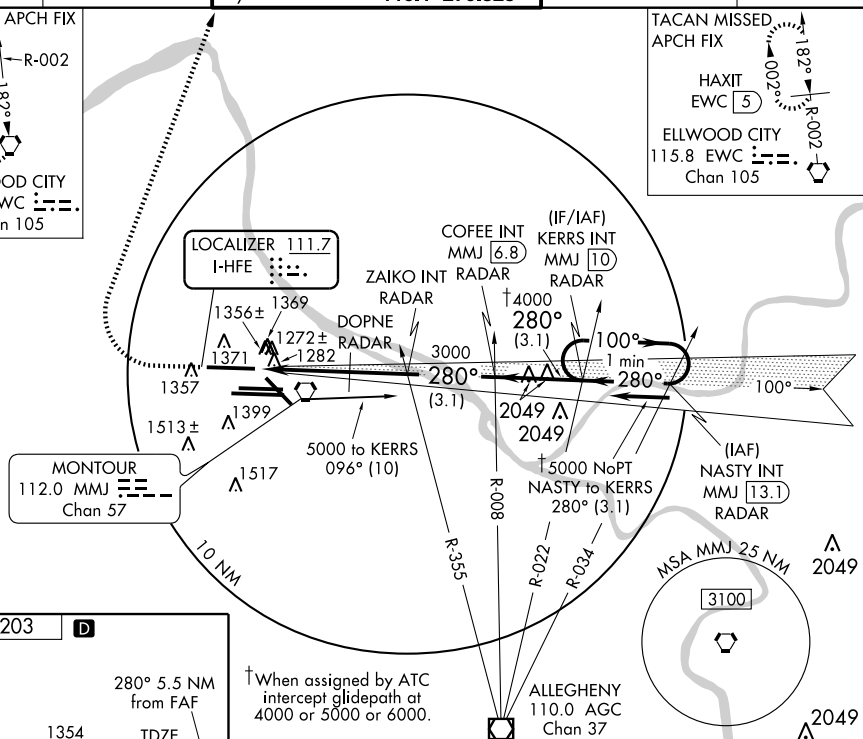
TACAN MISSED
APCH FIX

HAXIT
EWC 5

ELLWOOD CITY
115.8 EWC


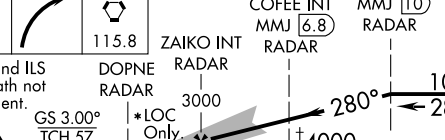
Chan 105

182°
002°
002°
R 002



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R,
28C, and 32
HIRL Rwys 10L-28R, 10C-28C,
10R-28L and 14-32

| FAF to MAP 5.5 NM | | | | | |
|-------------------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

| | | | | | | | | |
|--|---------------------|---|--|--|-------------|--|---------------------|---|
| 1800 ↑ | 5000 ↗ | EWC 115.8  |  | | | | | |
| VGS1 and ILS glidepath not coincident. | | | DOPNE RADAR *LOC Only 2300* 3000 3000 280° 100° → ← 280° † 5000 † 4000 † When assigned by ATC intercept glidepath at 4000 or 5000 or 6000. | | | | | |
| 3.4 NM | | | 2.1 NM | | 3.1 NM | | 3.1 NM | |
| CATEGORY | A | | B | | C | | D | E |
| S-ILS 28R | 1374/18 200 (200-½) | | | | | | 1374/24 200 (200-½) | |
| S-LOC 28R | 1540/24 366 (400-½) | | | | 1540/40 | | 366 (400-¾) | |
| CIRCLING | 1700-1 | 497 (500-1) | 1700-1½ | | 1760-2 | | 1860-2¼ | |
| | | | 497 (500-1½) | | 557 (600-2) | | 657 (700-2¼) | |

Inoperative table does not apply to S-LOC 32 Cat C.

MALS

MISSED APPROACH: Climb to 4000 via heading 324° and EWC VORTAC R-193 to EWC VORTAC and hold.

ATIS

ARR 127.25

DEP 135.9

PITTSBURGH APP CON

123.95 360.8

PITTSBURGH TOWER

Rwys 10L-28R 128.3 291.7

Rwys 10C-28C, 14-32 135.025 270.325

Rwy 10R-28L 119.1 270.325

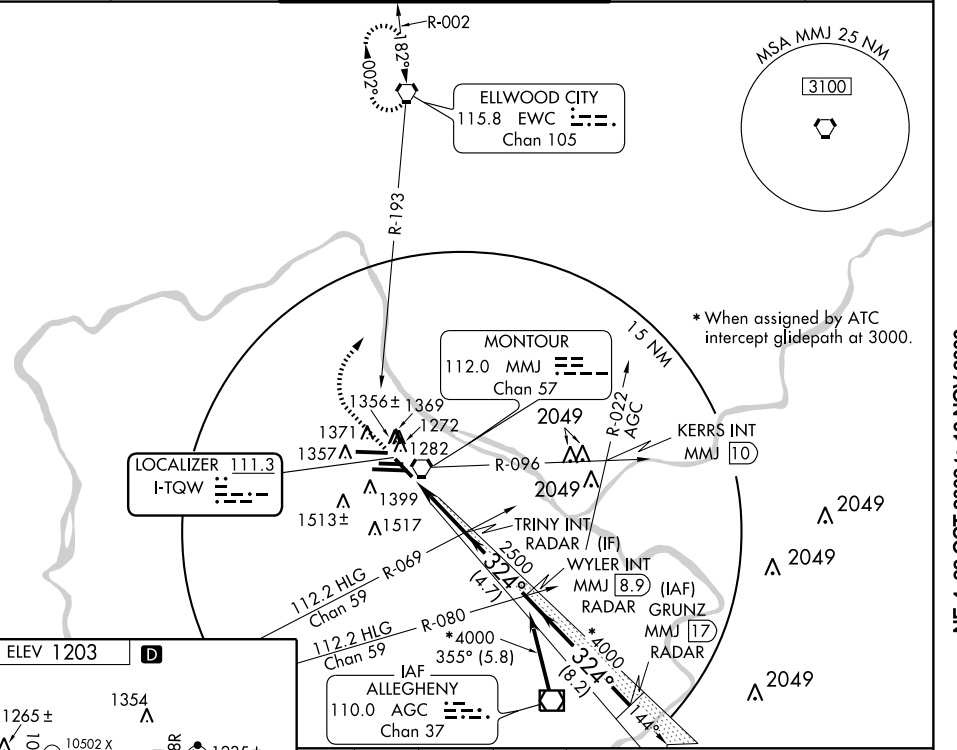
GND CON

SOUTH 121.9 348.6

NORTH 127.8 348.6

CLNC DEL

126.75 353.7



ELEV 1203

D

1265 ±

1354

1235 ±

1273

10502 X 150

1212 ±

1390

11500 X 150

10R

10C

10L

28L

28C

28R

32

324° 4.1 NM from FAF

TDZE 1123

REIL Rwy 10C

TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32

HIRL Rwys 10L-28R, 10C-28C 10R-28L and 14-32

FAF to MAP 4.1 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

4000

↑

VGSI and ILS glideslope not coincident.

HDG 324°

R-193

115.8

EWC

115.8

WYLER INT MMJ 8.9

TRINITY INT RADAR

2500

324°

4000*

6000*

GS 3.00°

TCH 55

*When assigned by ATC intercept glideslope at 3000.

GRUNZ MMJ 17

Procedure Turn NA

| CATEGORY | A | B | C | D |
|----------|---------------------|----------------------|----------------------|---|
| S-ILS 32 | 1323/40 200 (200-¾) | | | |
| S-LOC 32 | 1600/40 477 (500-¾) | 1600/60 477 (500-1¼) | 1600-1½ 477 (500-1½) | |
| CIRCLING | 1700-1 497 (500-1) | 1700-1½ 497 (500-1½) | 1760-2 557 (600-2) | |

NE-4, 22 OCT 2009 to 19 NOV 2009

ILS RWY 10L
PITTSBURGH INTL (PIT)

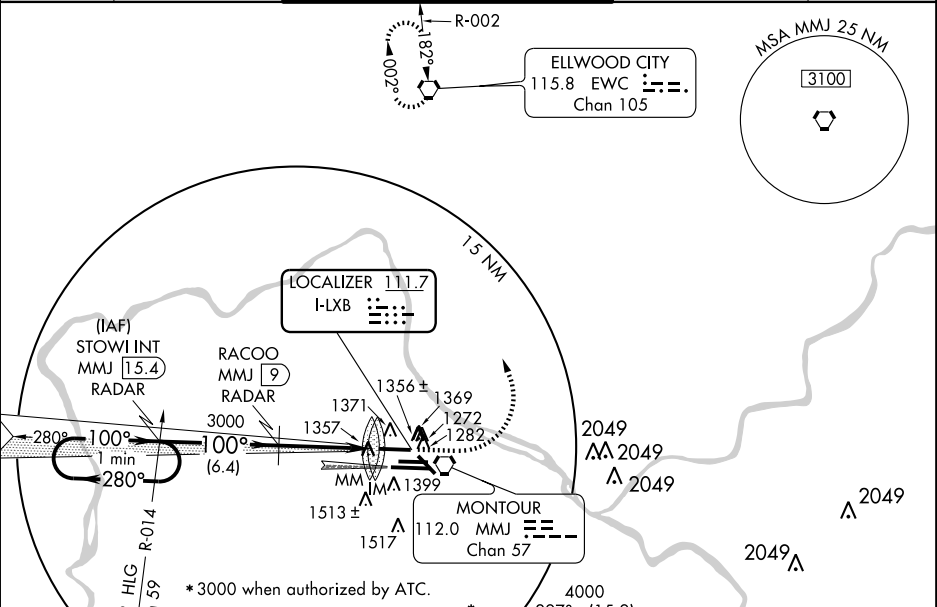
| | | | |
|-----------|---------|----------|-------|
| LOC I-LXB | APP CRS | Rwy Idg | 10502 |
| 111.7 | 100° | TDZE | 1204 |
| | | Apt Elev | 1204 |

Simultaneous approach authorized with Rwy 10R.
For inoperative ALSF, increase S-ILS 10L Cat E visibility to RVR 4000 and S-LOC 10L Cat E visibility to RVR 6000.
DME or RADAR REQUIRED for LOC minimums.

ALSF-2

MISSED APPROACH: Climb to 1900, then climbing left turn to 4000 direct EWC VORTAC and hold.
(TACAN equipped aircraft continue to EWC R-002/5 DME and hold North, RT, 182° inbound.)

| | | | |
|------------|-------------------------------------|-------------------|--------------|
| ATIS | PITTSBURGH TOWER | GND CON | CLNC DEL |
| ARR 127.25 | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | |
| | Rwy 10R-28L 119.1 270.325 | | |



ELEV 1204

TDZE 1354

10502 X

1265 ±

1212 ±

1235 ±

1390 ±

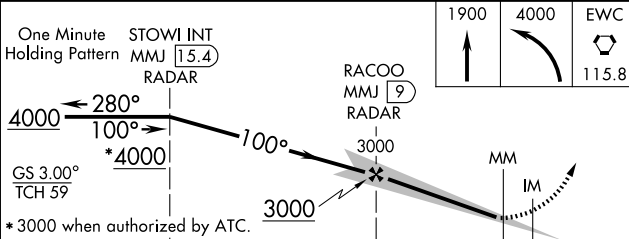
11500 X

100° 5.4 NM from FAF

REIL Rwy 10C

TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32

HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32



| CATEGORY | A | B | C | D | E |
|-----------|---------------------|----------------------|---------------------|----------------------|---------------------|
| S-ILS 10L | 1404/18 200 (200-½) | | | | 1404/24 200 (200-½) |
| S-LOC 10L | 1580/24 376 (400-½) | | 1580/40 376 (400-¾) | | |
| CIRCLING | 1700-1 496 (500-1) | 1700-1½ 496 (500-1½) | 1760-2 556 (600-2) | 1860-2¼ 656 (700-2¼) | |

FAF to MAP 5.4 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

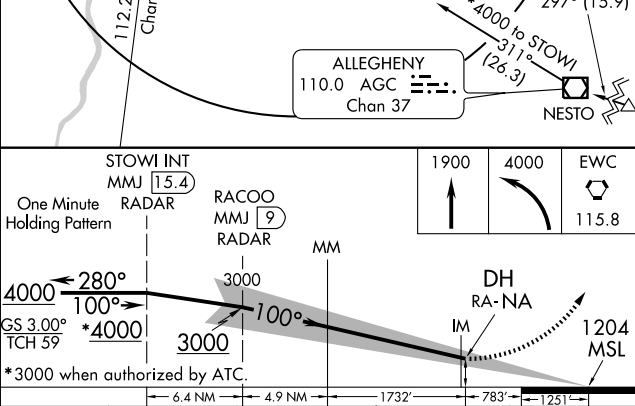
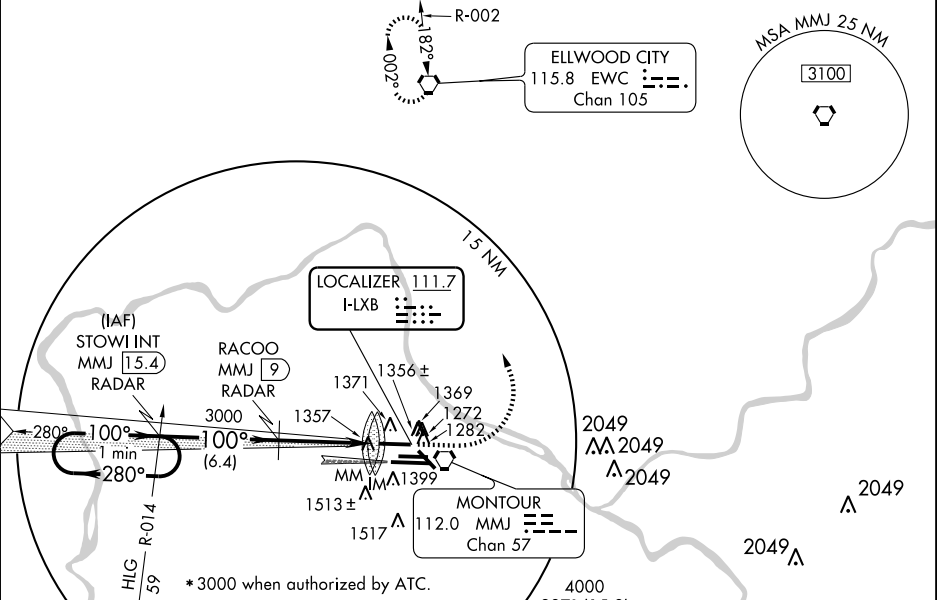
| | | | |
|--------------|-------------|----------|--------------|
| LOC I-LXB | APP CRS | Rwy Idg | 10502 |
| 111.7 | 100° | TDZE | 1204 |
| | | Apt Elev | 1204 |

ILS RWY 10L (CAT II)
PITTSBURGH INTL (PIT)

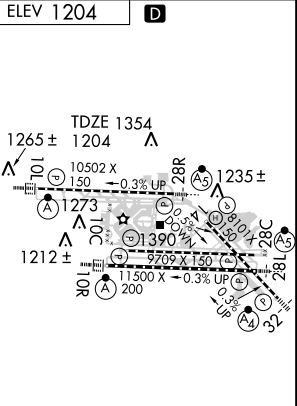
Simultaneous approach authorized with Rwy 10R.

ALSF-2
MISSED APPROACH: Climb to 1900, then climbing left turn to 4000 direct EWC VORTAC and hold. (TACAN equipped aircraft continue to EWC R-002/5 DME and hold North, RT, 182° inbound.)

| | | | |
|-------------------|--|--------------------------|---------------------|
| ATIS | PITTSBURGH TOWER | GND CON | CLNC DEL |
| ARR 127.25 | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | |
| | Rwy 10R-28L 119.1 270.325 | | |



| | | | | |
|-----------|-------------------|---|---|---|
| CATEGORY | A | B | C | D |
| S-ILS 10L | 1304/12 100 RA-NA | | | |



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R,
28C, and 32
HIRL Rwys 10L-28R, 10C-28C,
10R-28L and 14-32

**CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

ILS RWY 10L (CAT III)
PITTSBURGH INTL (PIT)

PITTSBURGH INTL (PIT)

Simultaneous approach authorized with Rwy 10R.

ALSF-2



MISSED APPROACH: Climb to 1900, then climbing left turn to 4000 direct EWC VORTAC and hold. (TACAN equipped aircraft continue to EWC R-002/5 DME and hold North, RT, 182° inbound.)

NE-4. 22 OCT 2009 to 19 NOV 2009

STOW INT
MMJ 15.4

RACOO
MMJ 9

One Minute
Holding Pattern

1900

4000

EWG
115.8

4000 ← 280°

100°

GS 3.00° * 4000

TCH 59°

3000

3000

100°

MM

1401

IM

1304

1204 MSL

* 3000 when authorized by ATC.

6.4 NM

4.9 NM

1684'

831'

1251'

| CATEGORY | A | B | C | D |
|-----------|---|-----------------|---|---|
| S-ILS 10L | | Cat IIIA RVR 07 | | |
| S-ILS 10L | | Cat IIIB RVR 06 | | |
| S-ILS 10L | | Cat IIIC NA | | |

CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

ELEV 1204

D

TDZE 1354
1204

1265±
10L

10502 X
150 → 0.3% UP

28R

1235±
AS

1273
10C

1390
100

1212±
10R

11500 X -0.3% UP

200

28C

187
100

32

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R,
28C, and 32
HIRL Rwys 10L-28R, 10C-28C,
10R-28L and 14-32

REIL Rwy 10C
TDZ/CL Rwy 10L, 10R, 28L, 28R,
28C, and 32
HIRL Rwy 10L-28R, 10C-28C,
10R-28L and 14-32

NE-4. 22 OCT 2009 to 19 NOV 2009

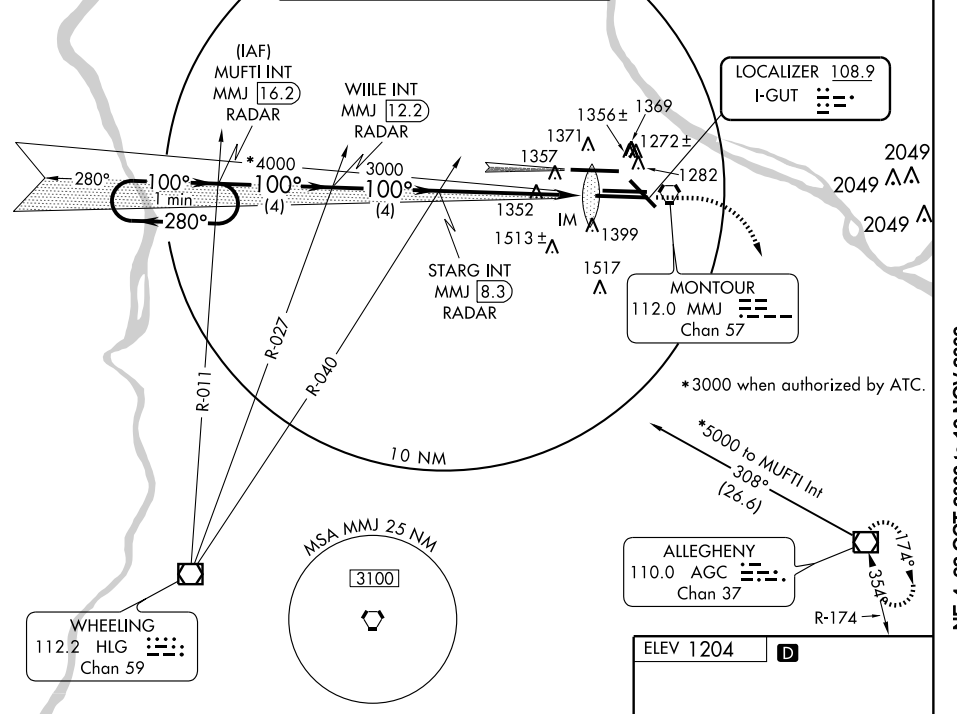
CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

Simultaneous approach authorized with Rwy 10L.

ALSF-2

MISSED APPROACH: Climb to 1900, then climbing right turn to 5000 direct AGC VOR/DME and hold.

| | | | | |
|------------|--------------------|-------------------------------------|-------------------|--------------|
| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | |
| | | Rwy 10R-28L 119.1 270.325 | | |



One Minute Holding Pattern

1900

5000

AGC 110.0

MUFTI INT MMJ 16.2 RADAR

WILLE INT MMJ 12.2 RADAR

STARG INT MMJ 8.3 RADAR

IM

1235

1135 MSL

5000

280°

100°

3000

3000

4000

5000

GS 3.00°

TCH 51

*3000 when authorized by ATC.

| | | | | |
|-----------|---|----------|--------|---|
| CATEGORY | A | B | C | D |
| S-ILS 10R | | Cat IIIA | RVR 07 | |
| S-ILS 10R | | Cat IIIB | RVR 06 | |
| S-ILS 10R | | Cat IIIC | NA | |

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4, 22 OCT 2009 to 19 NOV 2009

Simultaneous approach authorized with Rwy 28R.

Cat II procedure does not meet ICAO standard for ALSF/TDZ/CL

lighting systems. Authorization to conduct this approach requires

specific OPSSEC approval of LOA for this runway.

MALSR

MISSED APPROACH: Climb to 4000 via heading 280° and HLG R-043 to HLG VOR/DME and hold. (TACAN only aircraft. . .RADAR REQUIRED.)

| | | | | |
|------------|--------------------|-------------------------------------|-------------------|--------------|
| ATIS | PITTSBURGH TOWER | | GND CON | CLNC DEL |
| ARR 127.25 | PITTSBURGH APP CON | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | |
| DEP 135.9 | 123.95 360.8 | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | 126.75 353.7 |
| | | Rwy 10R-28L 119.1 270.325 | | |

Diagram illustrating the enroute facilities for the ILS RWY 28L approach. Key features include:

- LOCALIZER 108.9** (I-PFS)
- MONTOUR** 112.0 MMJ (Chan 57)
- PITTS INT** MMJ 4.9 RADAR
- HALIN INT** MMJ 8 RADAR
- WHEELING** 112.2 HLG (Chan 59)
- MSA MMJ 25 NM** (3100)
- ALLEGHENY** 110.0 AGC (Chan 37)
- PEETE INT** MMJ 14.3 RADAR
- COSLU INT** MMJ 11.2 RADAR
- ENROUTE FACILITIES** (10 NM, 20 NM, 30 NM, 40 NM, 50 NM, 60 NM, 70 NM, 80 NM, 90 NM, 100 NM)
- FEEDER FACILITIES** (10 NM, 20 NM, 30 NM, 40 NM, 50 NM, 60 NM, 70 NM, 80 NM, 90 NM, 100 NM)
- ALTITUDES** (1356±, 1371±, 1369±, 1272±, 1282±, 1362±, 1399±, 1513±, 1517±, 4000 MMJ to COSLU 101° (11.2), 2049, 3000, 4000 (3.1), 4000 NoPT 280° (3.1))
- INTERCEPT GLIDEPATH** (When assigned by ATC intercept glidepath at 4000.)

Diagram illustrating the ILS RWY 28L approach profile and associated altitudes. Key features include:

- ELEV 1203** (D)
- Rwy 28L TDZE 1125**
- Rwy 28C TDZE 1134**
- REIL Rwy 10C**
- TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32**
- HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32**
- ALTITUDES** (1265±, 1354, 1235±, 1273, 1390, 1212±, 11500 X -0.3% UP, 10502 X -0.3% UP, 100, 200, 300, 400, 500, 600, 700, 800, 900, 1000, 1100, 1200, 1300, 1400, 1500, 1600, 1700, 1800, 1900, 2000, 2100, 2200, 2300, 2400, 2500, 2600, 2700, 2800, 2900, 3000, 3100, 3200, 3300, 3400, 3500, 3600, 3700, 3800, 3900, 4000)

Diagram illustrating the ILS RWY 28L approach profile and associated altitudes. Key features include:

- 4000** (Hdg 280°)
- HLG R-043** 112.2
- HLG** 112.2
- HALIN INT** MMJ 8 RADAR
- COSLU INT** MMJ 11.2 RADAR
- One Minute Holding Pattern**
- VGSI and ILS glidepath not coincident.**
- PITTS INT** MMJ 4.9 RADAR
- 3000** (MSL)
- 1125** (RA 90)
- 3000** (GS 3.00° TCH 59)
- 4000***
- When assigned by ATC intercept glidepath at 4000.**
- 1000° - 820° - 5.5 NM - 3.1 NM - 3.1 NM**
- CATEGORY** (A, B, C, D)
- S-ILS 28L**
- 1225/12 100 RA 90**

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-4, 22 OCT 2009 to 19 NOV 2009

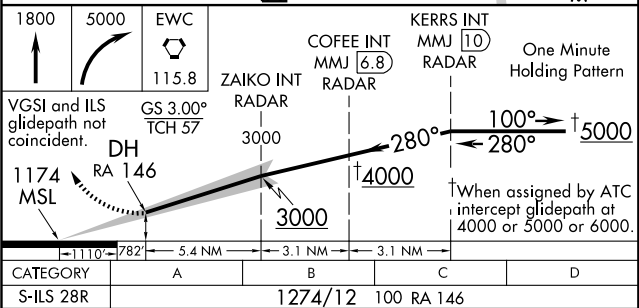
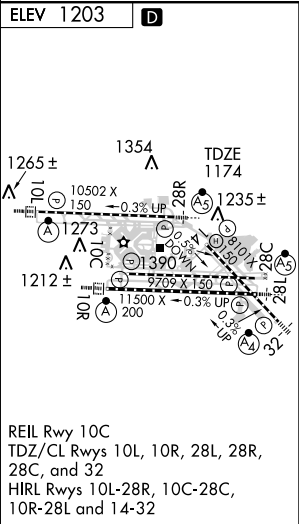
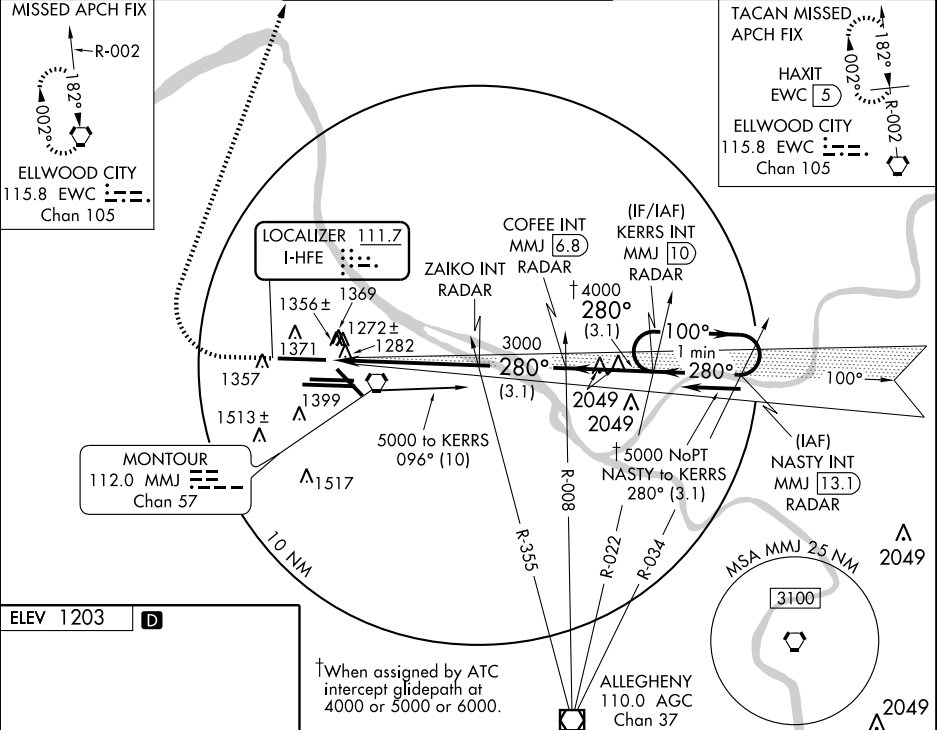
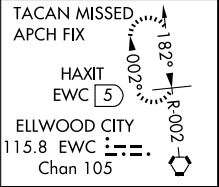
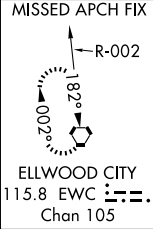
| | | | |
|-----------|---------|----------|-------|
| LOC I-HFE | APP CRS | Rwy Idg | 10102 |
| 111.7 | 280° | TDZE | 1174 |
| | | Apt Elev | 1203 |

ILS RWY 28R (CAT II)
PITTSBURGH INTL (PIT')

Simultaneous approach authorized with Rwy 28L.
Cat II procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSEC approval of LOA for this runway.

MALSR
MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 direct EWC VORTAC and hold. (TACAN aircraft continue via EWC R-002 to HAXIT/5 DME and hold N, RT, 182° inbound.)

| | | | | |
|------------|--------------------|-------------------------------------|-------------------|--------------|
| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
| ARR 127.25 | | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | |
| DEP 135.9 | 123.95 360.8 | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | 126.75 353.7 |
| | | Rwy 10R-28L 119.1 270.325 | | |



CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

NESTO

N40°11.67'-W79°42.82'

VERTICAL NAVIGATION PLANNING INFORMATION

PITTSBURGH TURBOJETS:

WEST FLOW-Expect clearance to cross at 10,000' and 250K. When Rwy 28 simultaneous approach is in use, expect clearance to cross at 9000'.

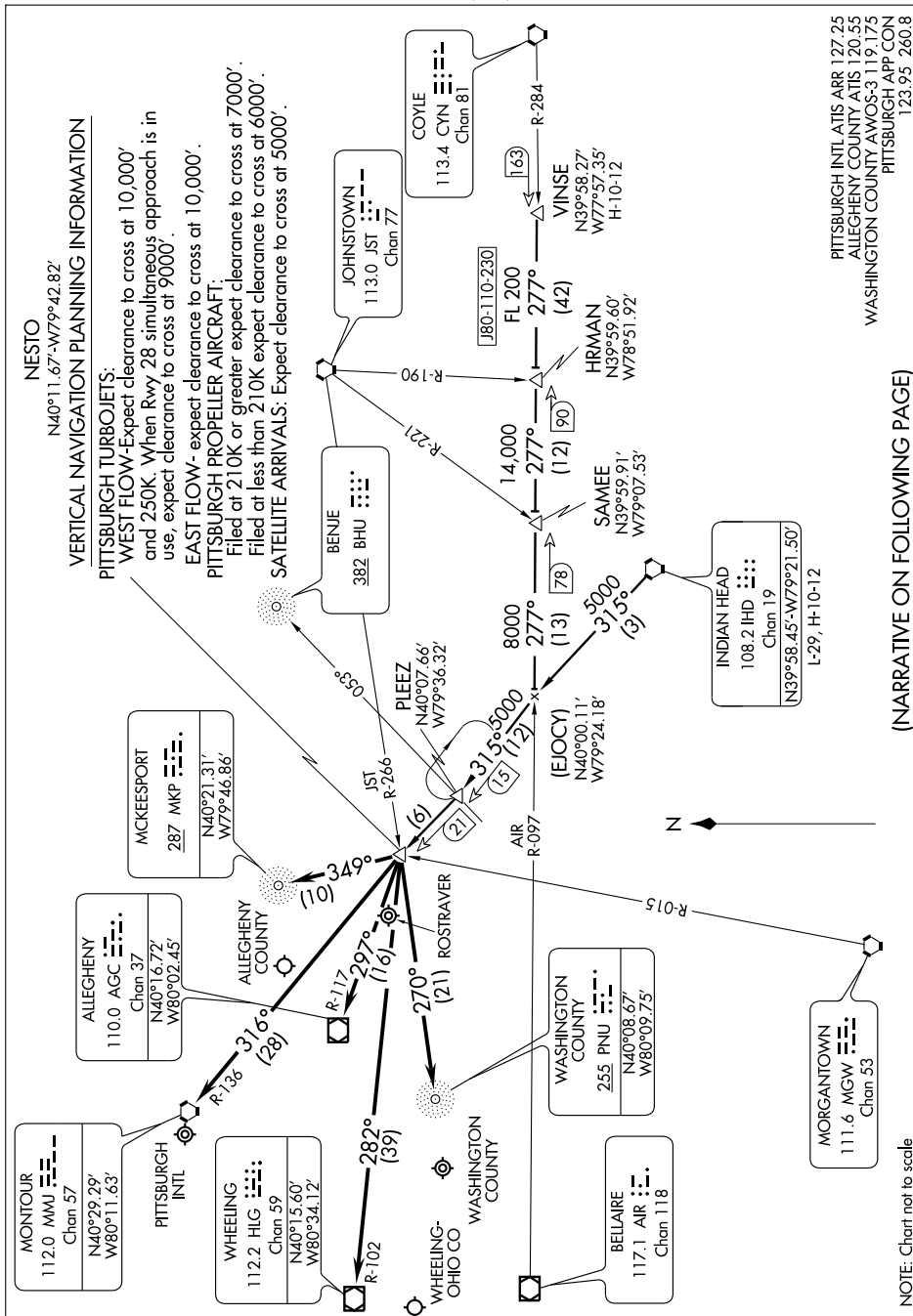
EAST FLOW - expect clearance to cross at 10,000'.

PITTSBURGH PROPELLER AIRCRAFT:

Filed at 210K or greater expect clearance to cross at 7000'.

Filed at less than 210K expect clearance to cross at 6000'

ANTENNA ARRIVALS: Expect clearance to cross at 5000'.



NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

NE-4. 22 OCT 2009 to 19 NOV 2009

ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

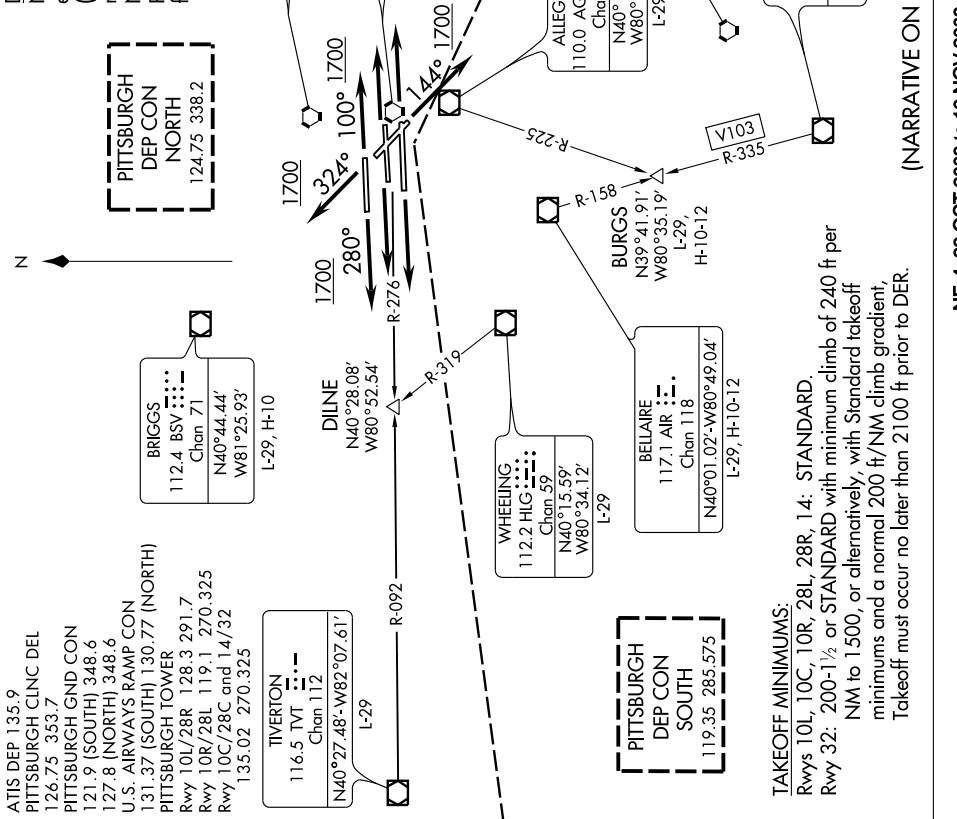
EAST FLOW: From over NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

....AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

DEPARTURE FREQUENCY: The departure frequency is NOT based on the departure runway or the first sector entered on takeoff. Use frequency depicted within sector (north or south) where first fix/avaid/radial for your route is located (see graphic).

NOTE: Due to varying internal airspace configurations, Pittsburgh Tower may specifically issue departure frequencies that supersede those indicated here.



NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

TAKEOFF MINIMUMS:

Rwys 10L, 10C, 10R, 28L, 28R, 14: STANDARD.

Rwy 32: 200-1½ or STANDARD with minimum climb of 240 ft per NM to 1500, or alternatively, with Standard takeoff minimums and a normal 200 ft/NM climb gradient. Takeoff must occur no later than 2100 ft prior to DER.

PITTSBURGH NINE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10L, 10C, 10R: Climb heading 100° until leaving 1700 thence. . . .

TAKEOFF RUNWAY 28L, 28C, 28R: Climb heading 280° until leaving 1700 thence. . . .

TAKEOFF RUNWAY 14: Climb heading 144° until leaving 1700 thence. . . .

TAKEOFF RUNWAY 32: Climb heading 324° until leaving 1700 thence. . . .

. . . . make no turns until assigned by ATC or vectored to appropriate depicted fix.

JETS: Maintain 5000 or requested altitude if lower.

ALL OTHERS: Maintain 4000 or requested altitude if lower.

Expect further clearance to requested altitude 10 minutes after departure.

TAKEOFF OBSTACLES:

Rwy 10L: Tree 1387' from DER, 733' left of centerline, 59' AGL/1233' MSL.

Rod on OL tower 4168' from DER, 910' left of centerline, 112' AGL/1282' MSL.

Tower 4175' from DER, 864' left of centerline, 112' AGL/1282' MSL.

Tree 1463' from DER, 672' left of centerline, 38' AGL/1212' MSL.

Rwy 10C: Multiple trees beginning 3207' from DER, 461' left of centerline, up to 29' AGL/1263' MSL.

Rwy 10R: Multiple trees beginning 1082' from DER, 102' right of centerline, up to 66' AGL/1265' MSL.

OL on monitor pole 4590' from DER, 1124' left of centerline, 55' AGL/1241' MSL.

Pole 4610' from DER, 1138' left of centerline, 55' AGL/1241' MSL.

Rwy 14: Tree 968' from DER, 516' right of centerline, 44' AGL/1158' MSL.

Rwy 28L: Tree 2272' from DER, 1109' left of centerline, 64' AGL/1223' MSL.

Tree 39' from DER, 498' left of centerline, 9' AGL/1144' MSL.

Rwy 28R: Tree 1810' from DER, 912' right of centerline, 34' AGL/1273' MSL.

Bush 73' from DER, 477' right of centerline, 12' AGL/1215' MSL.

Pole 465' from DER, 633' left of centerline, 20' AGL/1233' MSL.

Rwy 32: Antenna on OL tower 1.1 NM from DER, 435' left of centerline, 105' AGL/1354' MSL.

Tower 1.1 NM from DER, 497' left of centerline, 96' AGL/1342' MSL.

LT on pole 454' from DER, 515' right of centerline, 25' AGL/1173' MSL.

Multiple trees beginning 1717' from DER, 1108' right of centerline, up to 61' AGL/1312' MSL.

Tree 6074' from DER, 1272' right of centerline, 61' AGL/1321' MSL.

Tree 2577' from DER, 1108' right of centerline, 74' AGL/1233' MSL.

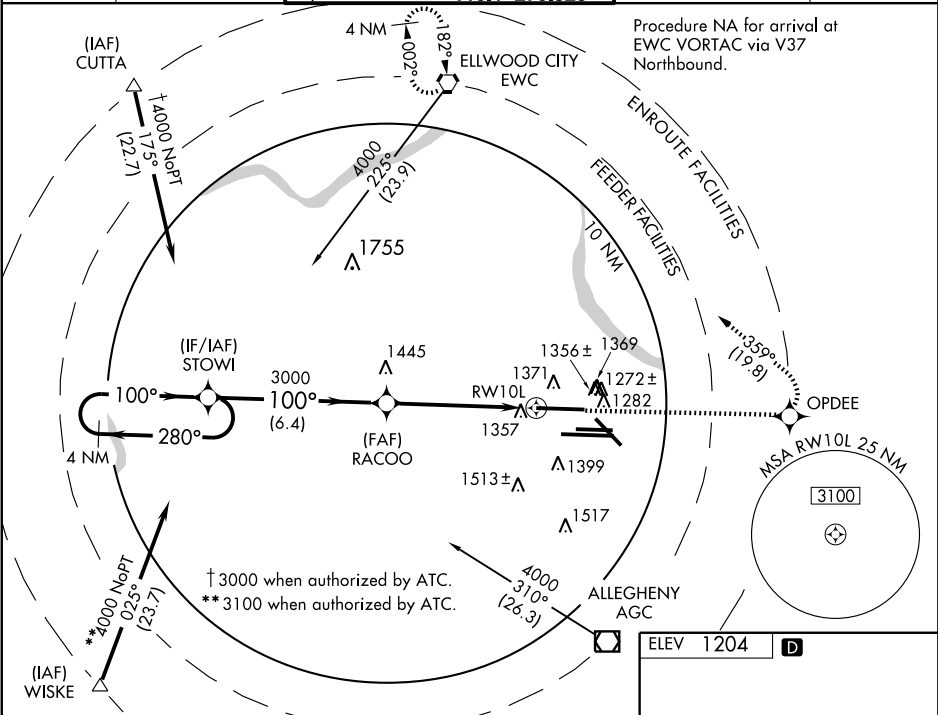
Tree 2480' from DER, 1118' right of centerline, 33' AGL/1212' MSL.

RNAV (GPS) RWY 10L
PITTSBURGH INTL (PIT)

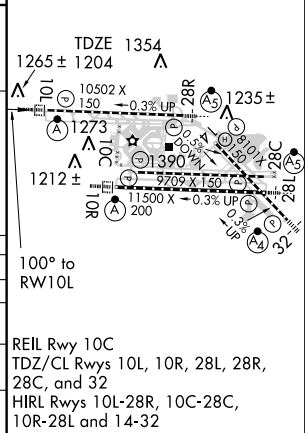
ALSF-2

MISSED APPROACH: Climb to 4000
direct OPDEE and left turn via 359°
track to EWC VORTAC and hold.

| | | | |
|---------|-------------|----------|-------|
| GND CON | | CLNC DEL | |
| SOUTH | 121.9 348.6 | 126.75 | 353.7 |
| NORTH | 127.8 348.6 | | |


[illegible]

| CATEGORY | A | B | C | D |
|------------|---------|-------------|------------------------|------------------------|
| LPV DA | | 1484/24 | 280 (300-½) | |
| LNAV/ VNAV | | 1636/50 | 432 (500-1) | |
| LNAV MDA | 1620/24 | 416 (500-½) | 1620/40 416 (500-¾) | 1620/50 416 (500-1) |
| CIRCLING | | 1700-1½ | 496 (500-1½) | 1760-2 556 (600-2) |

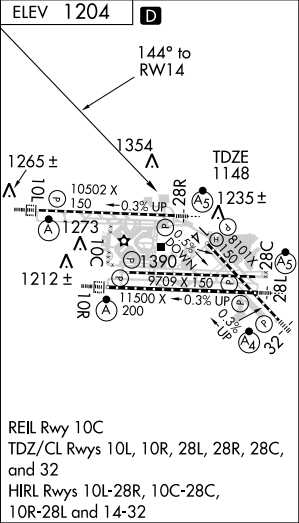
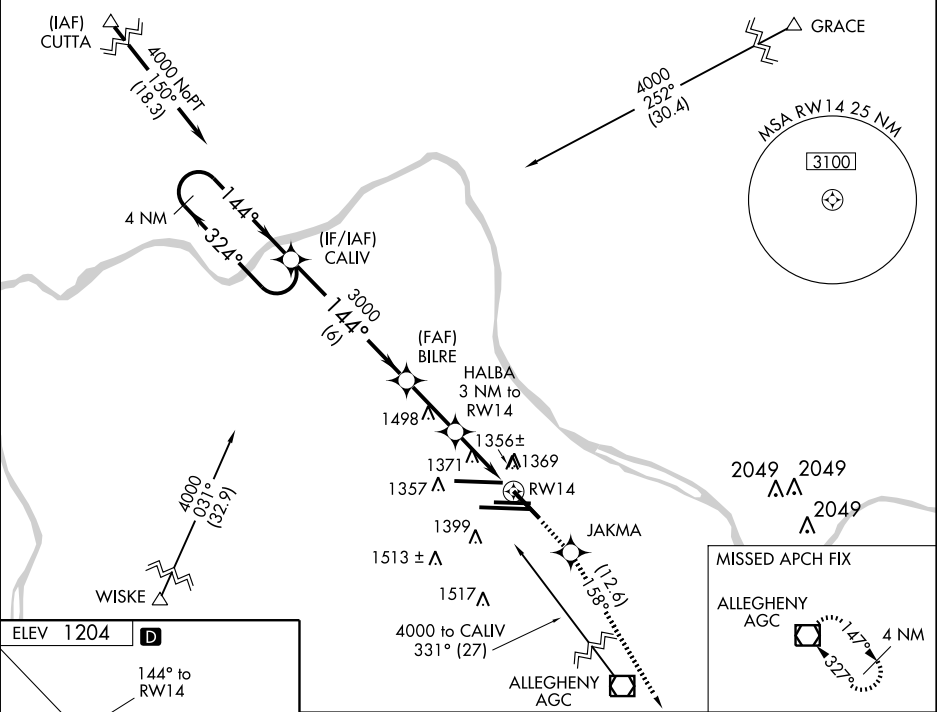


| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 77526 W14A | APP CRS 144° | Rwy Idg TDZE Apt Elev | 8101 1148 1204 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 14
PITTSBURGH INTL (PIT)

| | |
|---|---|
|  For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP - 0.3 NA. | MISSED APPROACH: Climb to 4000 direct JAKMA and via 158° track to AGC VOR/DME and hold. |
|---|---|

| | | | | |
|---|---|---|---|---------------------------------|
| ATIS ARR 127.25 DEP 135.9 | PITTSBURGH APP CON 123.95 360.8 | PITTSBURGH TOWER Rwys 10L-28R 128.3 291.7 Rwys 10C-28C, 14-32 135.025 270.325 Rwy 10R-28L 119.1 270.325 | GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6 | CLNC DEL 126.75 353.7 |
|---|---|---|---|---------------------------------|



| | | | | | | | | | | | |
|-----------------------|--|---|--|------------------------------------|--|---|--|-------------------------------|--|---|--|
| 4 NM Holding Pattern | | VGSI and RNAV glidepath not coincident. | | 4000 ↑ | | JAKMA ✧ | | trk 158° ◻ | | AGC ◻ 110.0 | |
| 4000 ← 324° 144° → | | CALIV | | BILRE | | HALBA 3 NM to RW14 | | *LNAV only *1.4 NM to RW14 | | RW14 | |
| GS 3.00° TCH 60 | | 3000 | | 2160 | | 6 NM | | 2.5 NM | | 1.6 NM | |
| | | A | | B | | C | | | | D | |
| CATEGORY | | LPV DA | | 1636-1 ³ / ₄ | | 488 (500-1 ³ / ₄) | | | | | |
| LNAV/VNAV DA | | | | 1654-1 ³ / ₄ | | 506 (600-1 ³ / ₄) | | | | | |
| LNAV MDA | | 1640/50 492 (500-1) | | | | 1640/60 492 (500-1 ¹ / ₂) | | | | 1640-1 ¹ / ₂ 492 (500-1 ¹ / ₂) | |
| CIRCLING | | 1700-1 496 (500-1) | | | | 1700-1 ¹ / ₂ 496 (500-1 ¹ / ₂) | | | | 1760-2 556 (600-2) | |

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 90126 W10A | APP CRS 100° | Rwy Idg TDZE Apt Elev | 9709 1141 1203 |
|--|------------------------|-----------------------------|---|

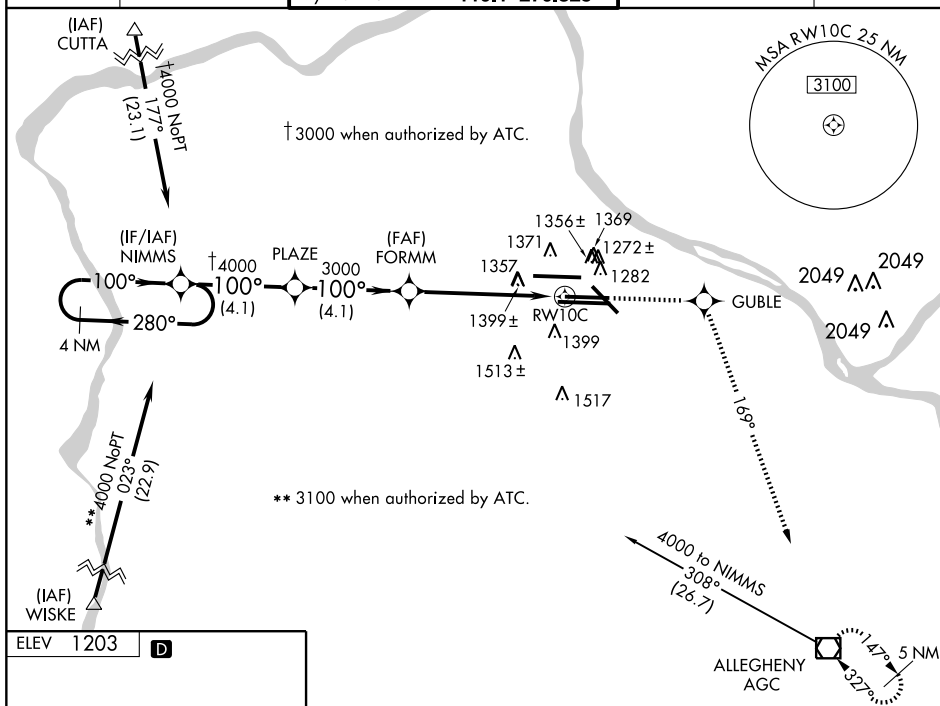
RNAV (GPS) Y RWY 10C

PITTSBURGH INTL (PIT)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct GUBLE and right turn via 169° track to AGC VOR/DME and hold.

| | | | | | | | |
|-------------------|---------------------|---------------------|----------------|----------------|--------------------|--------------|---------------------|
| ATIS | | PITTSBURGH TOWER | | | GND CON | | |
| ARR 127.25 | PITTSBURGH APP CON | Rwys 10L-28R | 128.3 | 291.7 | SOUTH 121.9 | 348.6 | CLNC DEL |
| DEP 135.9 | 123.95 360.8 | Rwys 10C-28C, 14-32 | 135.025 | 270.325 | NORTH 127.8 | 348.6 | 126.75 353.7 |
| | | Rwy 10R-28L | 119.1 | 270.325 | | | |



NE-4. 22 OCT 2009 to 19 NOV 2009

[illegible]

| CATEGORY | A | B | C | D |
|--------------|---------|----------------------|--|--|
| LPV DA | | 1438/50 | 297 (300-1) | |
| LNAV/VNAV DA | | 1634-1 $\frac{3}{4}$ | 493 (500-1 $\frac{3}{4}$) | |
| LNAV MDA | 1660/50 | 519 (500-1) | 1660-1 $\frac{1}{2}$ 519 (500-1 $\frac{1}{2}$) | 1660-1 $\frac{3}{4}$ 519 (500-1 $\frac{3}{4}$) |
| CIRCLING | 1700-1 | 497 (500-1) | 1700-1 $\frac{1}{2}$ 497 (500-1 $\frac{1}{2}$) | 1760-2 557 (600-2) |

| | | |
|--|------------------------|--|
| WAAS CH 86226 W10D | APP CRS 100° | Rwy Idg 11500 TDZE 1135 Apt Elev 1203 |
|--|------------------------|--|

RNAV (GPS) Y RWY 10R

PITTSBURGH INTL (PIT)

For inoperative ALSF-2, increase LPV visibility to RVR 5000 all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). Hold in lieu altitude: 3000 when authorized by ATC. DME/DME RNP-0.3 NA.

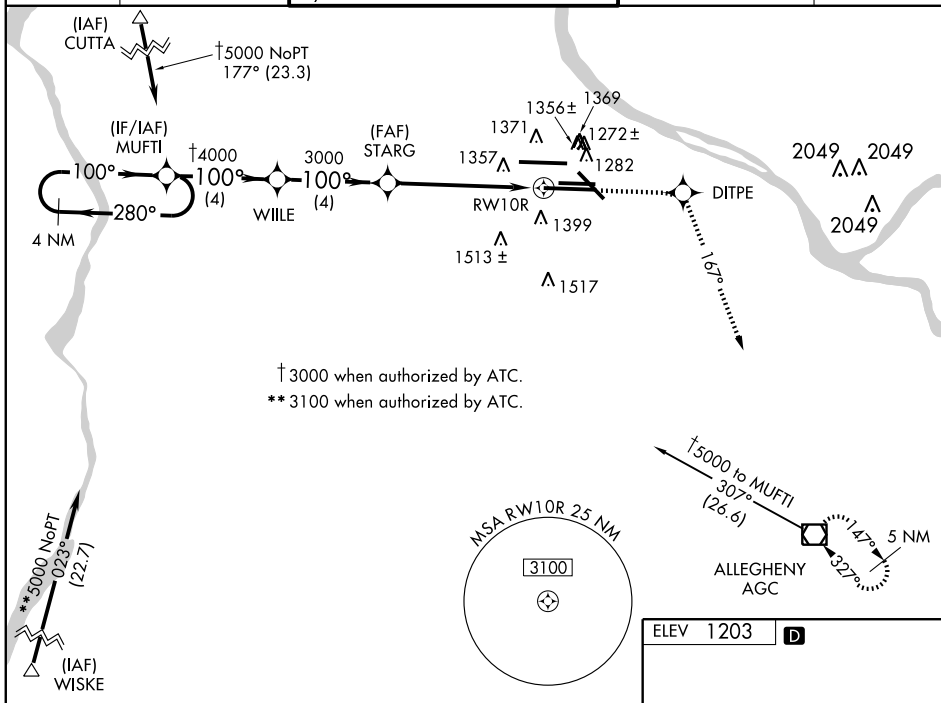
ALSF-2

MISSED APPROACH: Climb to 4000
direct DITPE and right turn via 167°
track to AGC VOR/DME and hold.

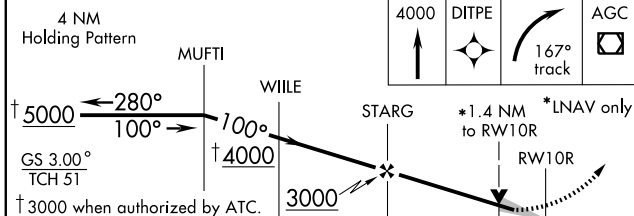
| | | |
|-------------------|---------------------|-----|
| ATIS | | |
| ARR 127.25 | PITTSBURGH APP CON | Rwy |
| DEP 135.9 | 123.95 360.8 | Rwy |

| PITTSBURGH TOWER | | |
|---------------------|---------|---------|
| Rwys 10L-28R | 128.3 | 291.7 |
| Rwys 10C-28C, 14-32 | 135.025 | 270.325 |
| Rwy 10R-28L | 119.1 | 270.325 |

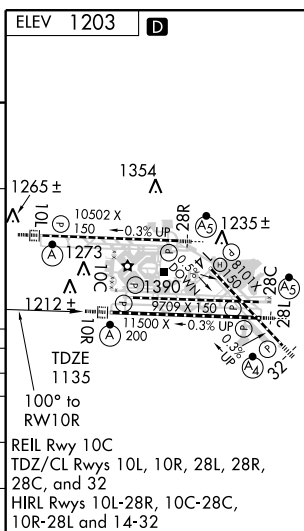
| | | |
|-------|-------------|--------------|
| | GND CON | CLNC DEL |
| SOUTH | 121.9 348.6 | 126.75 353.7 |
| NORTH | 127.8 348.6 | |



NE-4. 22 OCT 2009 to 19 NOV 2009



| | | | | | | | | | |
|---------------|----------------------|------|--|------|----------------------|--------|---------------------|-----|--|
| | | 4 NM | | 4 NM | | 4.2 NM | | 1.4 | |
| CATEGORY | A | B | | C | | D | | | |
| LPV DA | 1443/24 308 (400-½) | | | | | | | | |
| LNAV/ VNAV DA | 1658/60 523 (600-1¼) | | | | | | | | |
| LNAV MDA | 1620/24 485 (500-½) | | | | 1620/40 485 (500-¾) | | 1620/50 485 (500-1) | | |
| CIRCLING | 1700-1 497 (500-1) | | | | 1700-1½ 497 (500-1½) | | 1760-2 557 (600-2) | | |

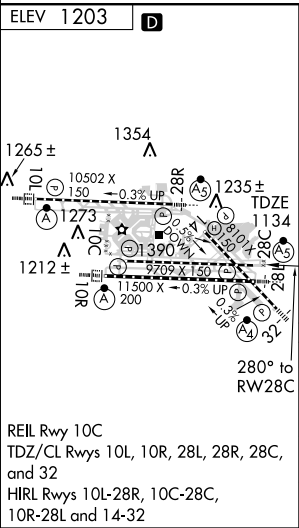
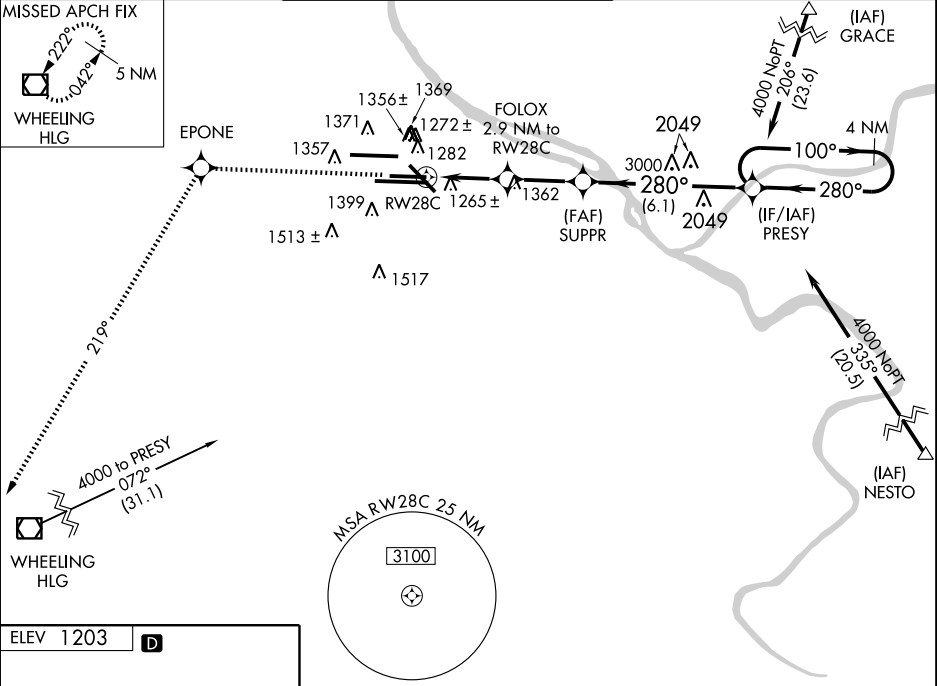


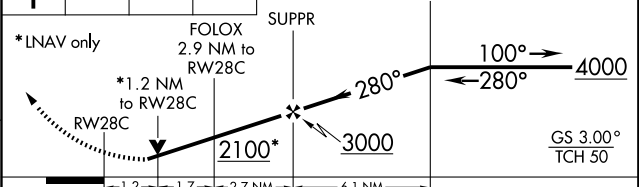
| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 45527 W28A | APP CRS 280° | Rwy Idg TDZE Apt Elev | 9709 1134 1203 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) Y RWY 28C
PITTSBURGH INTL (PIT)

| | |
|--|---|
|  For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. | MISSED APPROACH: Climb to 4000 direct EPONE and via 219° track to HLG VOR/DME and hold. |
|--|---|

| | | | | |
|---|---|---|---|---------------------------------|
| ATIS ARR 127.25 DEP 135.9 | PITTSBURGH APP CON 123.95 360.8 | PITTSBURGH TOWER Rwys 10L-28R 128.3 291.7 Rwys 10C-28C, 14-32 135.025 270.325 Rwy 10R-28L 119.1 270.325 | GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6 | CLNC DEL 126.75 353.7 |
|---|---|---|---|---------------------------------|



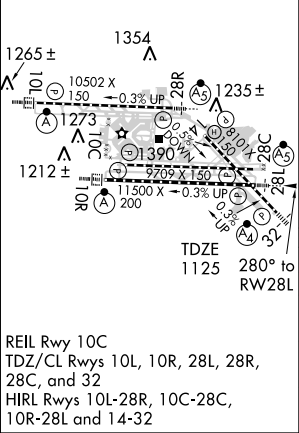
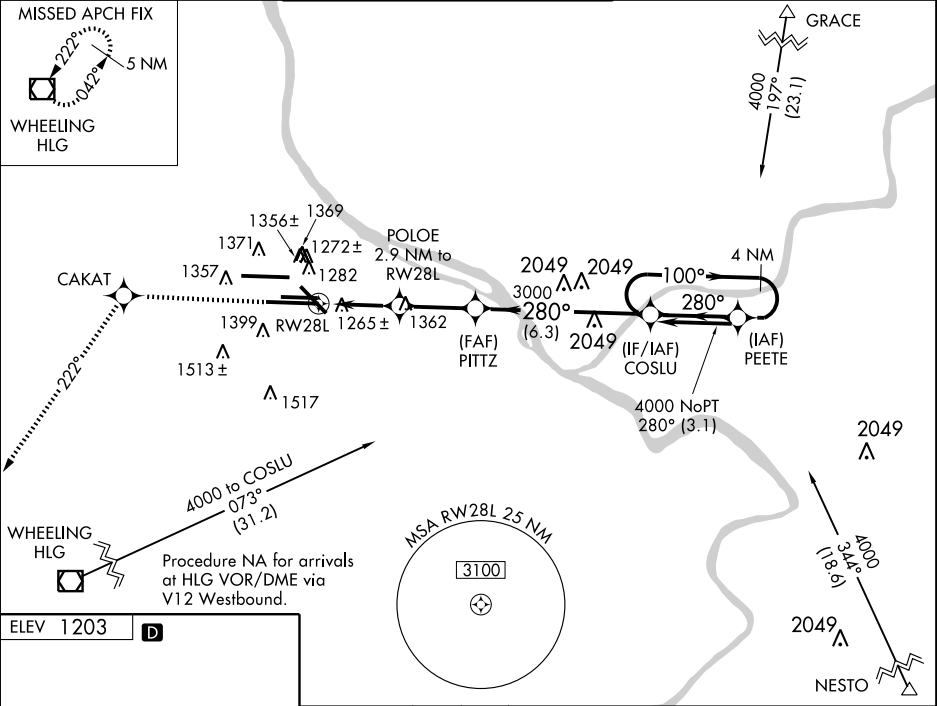
| | | | | |
|--|----------------------|----------------------|----------------------|----------------------|
| 4000 | EPONE | 219° track | HLG | 4 NM Holding Pattern |
|  | | | | |
| CATEGORY | A | B | C | D |
| LPV DA | 1471/60 337 (300-1¼) | | | |
| LNAV/VNAV DA | 1545-1½ 411 (400-1½) | | | |
| LNAV MDA | 1580/50 446 (400-1) | 1580/60 446 (400-1¼) | 1580-1½ 446 (400-1½) | |
| CIRCLING | 1700-1 497 (500-1) | 1700-1½ 497 (500-1½) | 1760-2 557 (600-2) | |

| | | | |
|--|------------------------|-----------------------------|--|
| WAAS CH 97326 W28B | APP CRS 280° | Rwy Idg TDZE Apt Elev | 11500 1125 1203 |
|--|------------------------|-----------------------------|--|

RNAV (GPS) Y RWY 28L
PITTSBURGH INTL (PIT)

| | | |
|--|----------|---|
| For inoperative MALS, increase LPV all Cats visibility to RVR 6000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. | MALS | MISSED APPROACH: Climb to 4000 direct CAKAT and via 222° track to HLG VOR/DME and hold. |
|--|----------|---|

| | | | | |
|---|---|---|---|---------------------------------|
| ATIS ARR 127.25 DEP 135.9 | PITTSBURGH APP CON 123.95 360.8 | PITTSBURGH TOWER Rwys 10L-28R 128.3 291.7 Rwys 10C-28C, 14-32 135.025 270.325 Rwy 10R-28L 119.1 270.325 | GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6 | CLNC DEL 126.75 353.7 |
|---|---|---|---|---------------------------------|



| | | | | | | | | | | | |
|--------------|-------|------------|-----|--------------------------|--------|--------------|--------|---------|--|---|--|
| 4000 | CAKAT | 222° track | HLG | 4 NM Holding Pattern | | | | | | | |
| * LNAV only | | | | | 100° → | | ← 280° | 4000 | | | |
| | | | | POLOE 2.9 NM to RW28L | | PITTZ | | COSLU | | 4000 | |
| | | | | * 1 NM to RW28L | | 2100* | | 3000 | | GS 3.00° TCH 59° | |
| | | | | RW28L | | 2100* | | 3000 | | VGSi and RNAV glidepath not coincident. | |
| | | | | 1 NM | | 1.9 NM | | 2.7 NM | | 6.3 NM | |
| CATEGORY | | A | | B | | C | | D | | | |
| LPV DA | | | | 1514/40 | | 389 (400-¾) | | | | | |
| LNAV/VNAV DA | | | | 1548/50 | | 423 (400-1) | | | | | |
| LNAV MDA | | 1520/24 | | 395 (400-½) | | | | 1520/50 | | 395 (400-1) | |
| CIRCLING | | 1700-1 | | 497 (500-1) | | 1700-1½ | | 1760-2 | | 557 (600-2) | |
| | | | | | | 497 (500-1½) | | | | | |

AL-570 (FAA)

| | | |
|--|------------------------|--|
| WAAS CH 40027 W28D | APP CRS 280° | Rwy Idg 10102 TDZE 1174 Apt Elev 1203 |
|--|------------------------|--|

RNAV (GPS) Y RWY 28R

PITTSBURGH INTL (PIT)

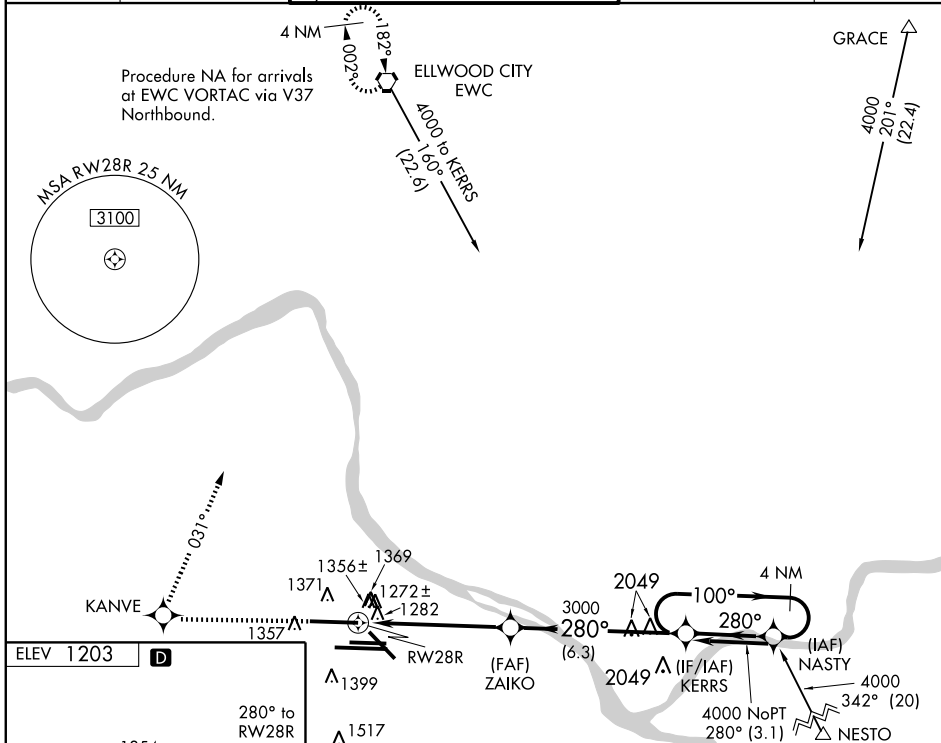
▼ For inoperative MALSR, increase LPV all Cats visibility to RVR 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALSR



MISSED APPROACH: Climb to 4000
direct KANVE and right turn via 031°
track to EWC VORTAC and hold.

| | | | | | | | |
|-------------------|---------------------|---------------------|----------------|----------------|---------|--------------|---------------------|
| ATIS | | PITTSBURGH TOWER | | | GND CON | | |
| ARR 127.25 | PITTSBURGH APP CON | Rwys 10L-28R | 128.3 | 291.7 | SOUTH | 121.9 | 348.6 |
| DEP 135.9 | 123.95 360.8 | Rwys 10C-28C, 14-32 | 135.025 | 270.325 | NORTH | 127.8 | 348.6 |
| | | Rwy 10R-28L | 119.1 | 270.325 | | | 126.75 353.7 |



4000 KANVE 031° track EWC

*LNAV only *1.2 NM to RW28R

RW28R

ZAICO

KERRS

4 NM Holding Pattern

100° 280° 4000

280° 3000

GS 3.00° TCH 57

VGSJ and RNAV glidepath not coincident.

| | | | | | | |
|---------------|-----|---------------------|--------|-------------------------|------------------------|--|
| | | 1.2 | 4.3 NM | 6.3 NM | | |
| CATEGORY | | A | B | C | D | |
| LPV | DA | 1453/24 279 (300-½) | | | | |
| LNAV/ VNAV | DA | 1710/60 536 (600-¼) | | | | |
| LNAV | MDA | 1640/24 466 (500-½) | | 1640/40 466 (500-¾) | 1640/50 466 (500-1) | |
| CIRCLING | | 1700-1 497 (500-1) | | 1700-1½ 497 (500-1½) | 1760-2 557 (600-2) | |


REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R,
28C, and 32
HIRL Rwys 10L-28R, 10C-28C,
10R-28L and 14-32

NE-4. 22 OCT 2009 to 19 NOV 2009

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 70326 W32A | APP CRS 324° | Rwy Idg TDZE Apt Elev | 8101 1123 1203 |
|--|------------------------|-----------------------------|---|

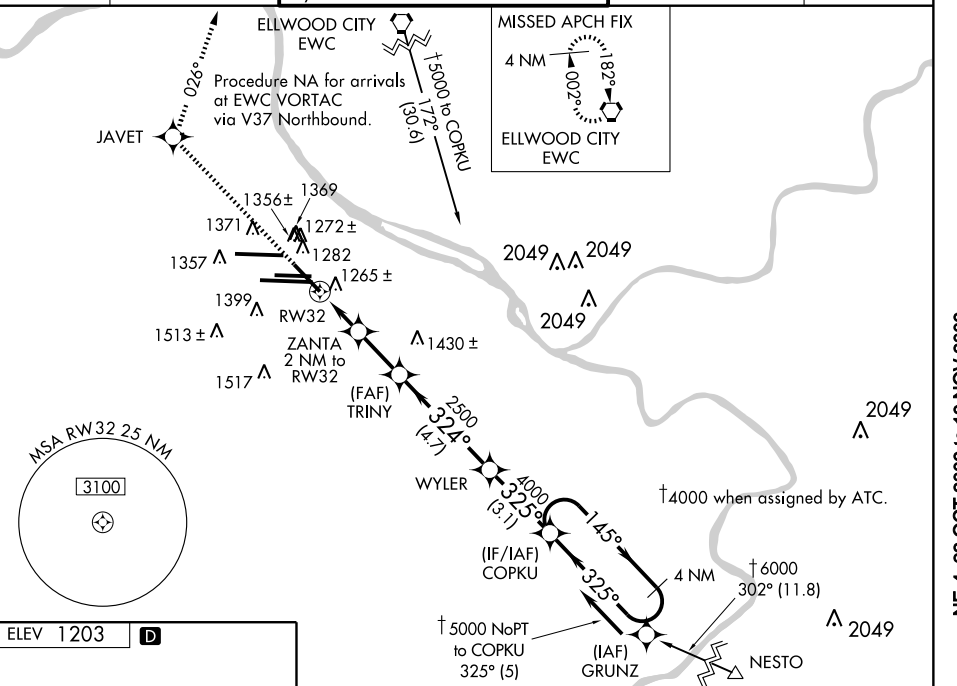
⚠ Inoperative table does not apply to LNAV/VNAV. For uncompensated Baro-VNAV systems, procedure NA below -17°C (°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Hold in lieu altitude: 4000 when assigned by ATC.

MAIS



MISSED APPROACH: Climb to 4000 direct JAVET and right turn via 026° track to EWC VORTAC and hold.






| | | | | |
|---|---|---|---|---------------------------------|
| ATIS ARR 127.25 DEP 135.9 | PITTSBURGH APP CON 123.95 360.8 | PITTSBURGH TOWER Rwys 10L-28R 128.3 291.7 Rwys 10C-28C, 14-32 135.025 270.325 Rwy 10R-28L 119.1 270.325 | GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6 | CLNC DEL 126.75 353.7 |
|---|---|---|---|---------------------------------|



ELEV 1203

D

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

| | | | | | | | |
|---|---|---|---|-----------------------------|--------|-----------------------|---|
| 4000 | JAVET |  | EWC | †4000 when assigned by ATC. | | 4 NM Holding Pattern | |
|  |  | |  | TRINY | WYLER | COPKU | |
| * LNAV only | | ZANTA 2 NM to RW32 | | | | | |
| | | *1.1 NM to RW32 | | | | | |
| |  | RW32 | | | | | |
| | | | | 1800* | 2500 | 325° | 145° → <u>5000</u> ← 325° |
| | | | | | | | GS 3.00° TCH 55° |
| | | | | | | | VGSI and RNAV glidepath not coincident. |
| | | 1.1 | 0.9 | 2.1 NM | 4.7 NM | 3.1 NM | |
| CATEGORY | A | | | B | | C | D |
| LPV DA | 1373/40 250 (200-¾) | | | | | | |
| LNAV/VNAV DA | 1515-1½ 392 (400-1½) | | | | | | |
| LNAV MDA | 1520/40 397 (400-¾) | | | | | | 1520/60 397 (400-1¼) |
| CIRCLING | 1700-1 497 (500-1) | | | 1700-1½ 497 (500-1½) | | 1760-2 557 (600-2) | |

NE-4: 22 OCT 2009 to 19 NOV 2009

RNAV (RNP) Z RWY 10C
PITTSBURGH INTL (PIT)

MISSED APPROACH: Climb to 4000 via track 100° to HAVRU and via track 146° to JAPAV and via track 197° to AGC VOR/DME and hold.

WISKE

5000 019° (13.9)

(IAF) FOMSA

5000 028° (9)

(IF) NIMMS

5000 174° (10.4)

(IAF) DAREC

CUTTA

5000 180° (12.8)

3000 100° (8.2)

(FAF) FORMM

1357

1240 ±

100° (5.6)

1513 ±

1371

1369

1399

1517

MSA RW10C 25 NM

3200

100° (7.7)

2049

2049

2049

2049

2049

146° (4.6)

HAVRU

JAPAV

197° (9.1)

147°

327°

5 NM

ALLEGHENY AGC

ELEV 1203

D

REIL Rwy 10C

TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32

HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

RNAV (RNP) Z RWY 10R

PITTSBURGH INTL (PIT)

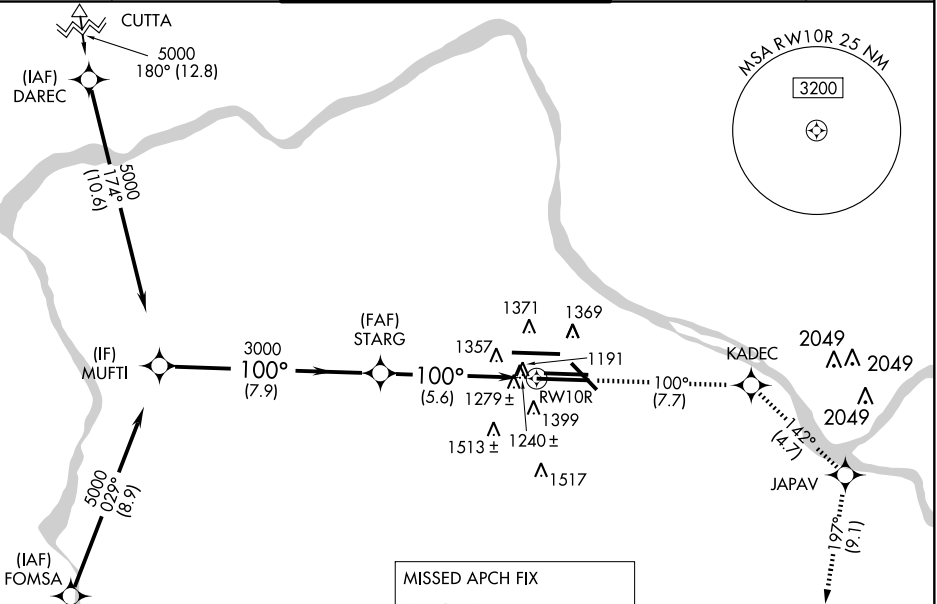
| | | |
|-------------|----------|--------------|
| APP CRS | Rwy Idg | 11500 |
| 100° | TDZE | 1135 |
| | Apt Elev | 1203 |

GPS Required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below -17°C (1°F) or above 46°C (116°F). For inoperative ALSF, increase RNP 0.14 all Cats visibility to RVR 6000, RNP 0.20 all Cats visibility to 1½, RNP 0.30 all Cats visibility to 2½.



MISSED APPROACH: Climb to 4000 via track 100° to KADEC and via track 142° to JAPAV and via track 197° to AGC VOR/DME and hold.

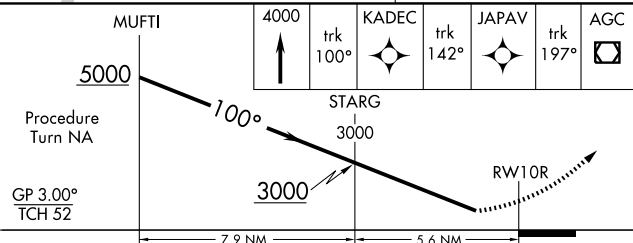
| | | | | |
|-------------------|---------------------|--|--------------------------|---------------------|
| ATIS | PITTSBURGH TOWER | | GND CON | CLNC DEL |
| ARR 127.25 | PITTSBURGH APP CON | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | |
| DEP 135.9 | 123.95 360.8 | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | 126.75 353.7 |
| | | Rwy 10R-28L 119.1 270.325 | | |



MISSED APCH FIX

ALLEGHENY AGC

5 NM



| CATEGORY | A | B | C | D |
|-------------|---------|--------------|---|---|
| RNP 0.14 DA | 1511/40 | 376 (400-¾) | | |
| RNP 0.20 DA | 1558/50 | 423 (400-1) | | |
| RNP 0.30 DA | 1745-1¾ | 610 (600-1¾) | | |

ELEV 1203 **D**

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-4. 22 OCT 2009 to 19 NOV 2009

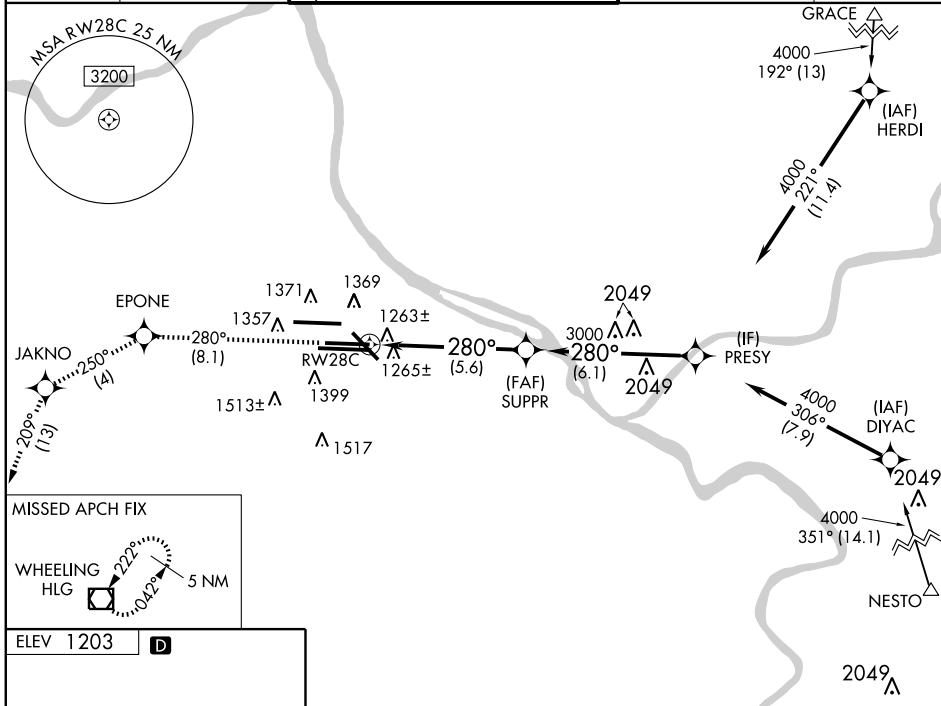
| | | |
|------------------------|-----------------------------|---|
| APP CRS 280° | Rwy Idg TDZE Apt Elev | 9709 1134 1203 |
|------------------------|-----------------------------|---|

RNAV (RNP) Z RWY 28C
PITTSBURGH INTL (PIT)

T For uncompensated Baro-VNAV systems procedure NA below -17°C (1°F) or above 46°C (116°F).
GPS Required. Visibility reduction by helicopters NA.

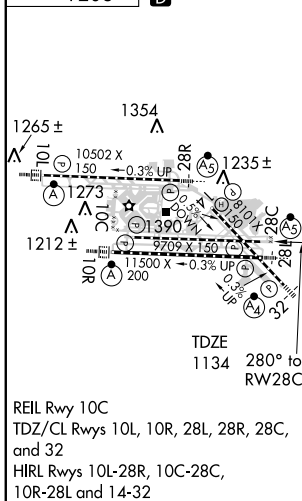
MISSED APPROACH: Climb to 4000 via track 280° to EPONE via track 250° to JAKNO via track 209° to HLG VOR/DME and hold.

| | | | | | | | |
|-------------------|--------------------|---------------------|----------------|----------------|---------|--------------|---------------|
| ATIS | | PITTSBURGH TOWER | | | GND CON | | |
| ARR 127.25 | PITTSBURGH APP CON | Rwys 10L-28R | 128.3 | 291.7 | SOUTH | 121.9 | 348.6 |
| DEP 135.9 | 123.95 | Rwys 10C-28C, 14-32 | 135.025 | 270.325 | NORTH | 127.8 | 348.6 |
| | 360.8 | Rwy 10R-28L | 119.1 | 270.325 | | | 126.75 |
| | | | | | | | 353.7 |



NE-4. 22 OCT 2009 to 19 NOV 2009

ELEV 1203



| | | | | | | | |
|-------------|-------------|------------|--------------|------------|-------------|----------|-------------------------|
| 4000 ↑ | trk 280° | EPONE ✦ | trk 250° | JAKNO ✦ | trk 209° | HLG ◻ | Procedure Turn NA |
| | | | | | | | |
| CATEGORY | A | B | C | D | | | |
| RNP 0.14 DA | | 1527/60 | 393 (400-1¼) | | | | |
| RNP 0.16 DA | | 1531-1½ | 397 (400-1½) | | | | |
| RNP 0.30 DA | | 1576-1½ | 442 (400-1½) | | | | |

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

RNAV (RNP) Z RWY 28L
PITTSBURGH INTL (PIT)

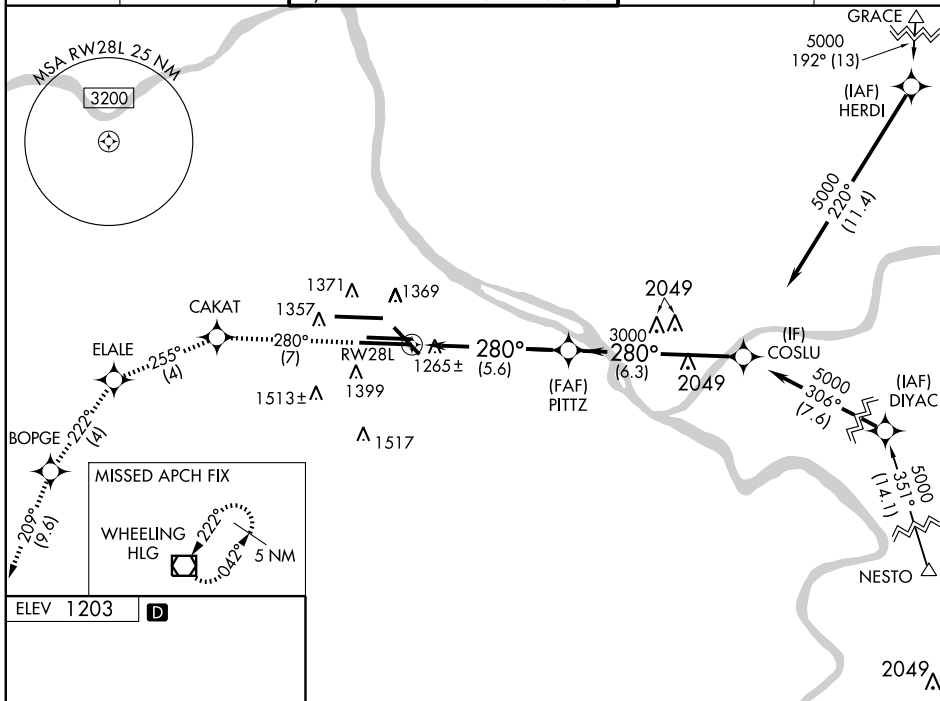
MALSR

MISSED APPROACH: Climb to 4000 via track 280° to CAKAT and via track 255° to ELALE and via track 222° to BOPGE and via track 209° to HLG VOR/DME and hold.

| PITTSBURGH TOWER | | |
|---------------------|----------------|----------------|
| Rwys 10L-28R | 128.3 | 291.7 |
| Rwys 10C-28C, 14-32 | 135.025 | 270.325 |
| Rwy 10R-28L | 119.1 | 270.325 |

| | |
|-------|--------------------|
| | GND CON |
| SOUTH | 121.9 348.6 |
| NORTH | 127.8 348.6 |

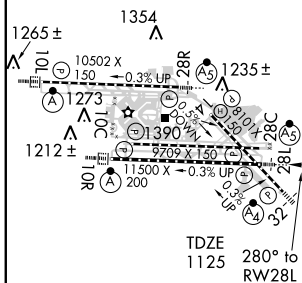
CLNC DEL
26.75 353.7



NE-4. 22 OCT 2009 to 19 NOV 2009

ELEV 1203

D



REIL Rwy 10C
TDZ/CL Rwy 10L, 10R, 28L, 28R,
28C, and 32
HIRL Rwy 10L-28R, 10C-28C,
10R-28L and 14-32

| | | | | | | | | | | |
|-------------|-------------|------------|-------------|------------|-------------|------------|-------------|----------|-------|-------------------------|
| 4000 ↑ | trk 280° | CAKAT ✦ | trk 255° | ELALE ✦ | trk 222° | BOPGE ✦ | trk 209° | HLG ◻ | COSLU | Procedure Turn NA |
| | | | | | | | | | | |
| CATEGORY | A | | B | | C | | D | | | |
| RNP 0.13 DA | | | 1524/50 | | 399 (400-1) | | | | | |
| RNP 0.30 DA | | | 1569/50 | | 444 (400-1) | | | | | |

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

| | | |
|---------|----------|-------|
| APP CRS | Rwy Idg | 10102 |
| 280° | TDZE | 1174 |
| | Apt Elev | 1203 |

RNAV (RNP) Z RWY 28R

PITTSBURGH INTL (PIT)

T For uncompensated Baro-VNAV systems, procedure NA below -17°C (1°F) or above 46°C (115°F). GPS Required. For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1½ mile. Visibility reduction by helicopters NA.

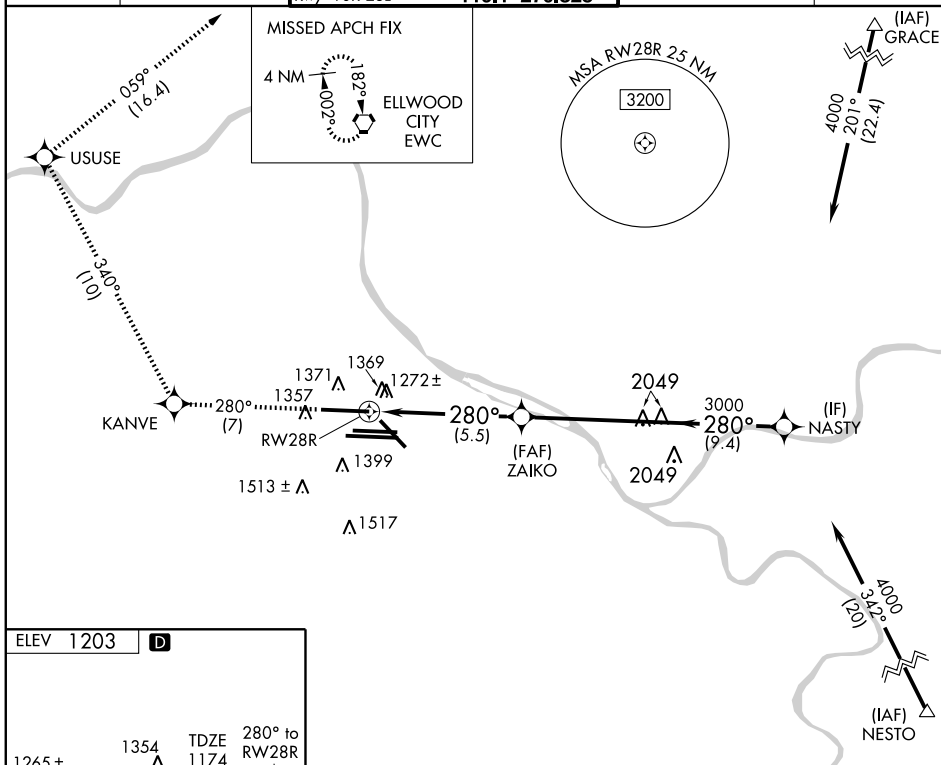


MISSED APPROACH: Climb to 4000 via track 280° to KANVE and via track 340° to USUSE and via track 059° to EWC VORTAC and hold.

| | |
|---------------|---------------------|
| ATIS | |
| 127.25 | PITTSBURGH APP CON |
| 135.9 | 123.95 360.8 |

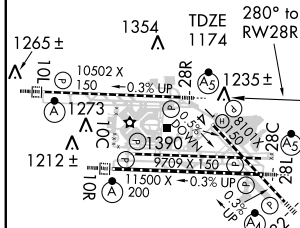
| PITTSBURGH TOWER | | |
|---------------------|---------|---------|
| Rwys 10L-28R | 128.3 | 291.7 |
| Rwys 10C-28C, 14-32 | 135.025 | 270.325 |
| Rwy 10R-28L | 119.1 | 270.325 |

| | | |
|---------|-------|-------|
| GND CON | | |
| TH | 121.9 | 348.6 |
| TH | 127.8 | 348.6 |

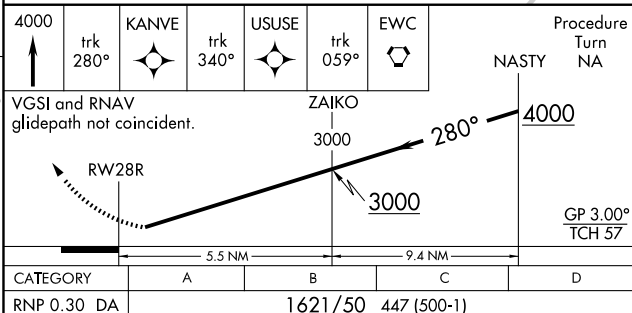
CLNC DEL
26.75 353.7

NE-4. 22 OCT 2009 to 19 NOV 2009

ELEV 1203



REIL Rwy 10C
TDZ/CL Rwy 10L, 10R, 28L, 28R,
28C, and 32
HIRL Rwy 10L-28R, 10C-28C,
10R-28L and 14-32



**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

| | | |
|------------------------|-----------------------------|---|
| APP CRS 324° | Rwy Idg TDZE Apt Elev | 8101 1123 1203 |
|------------------------|-----------------------------|---|

RNAV (RNP) Z RWY 32

PITTSBURGH INTL (PIT)

For uncompensated Baro-VNAV systems procedure NA below -17°C (1°F) or above 46°C (115°F). GPS Required. Inoperative table does not apply to RNP 0.11 and RNP 0.13. For inoperative MALS, increase RNP 0.30 all Cats visibility to RVR 6000. Visibility reduction by helicopters NA.

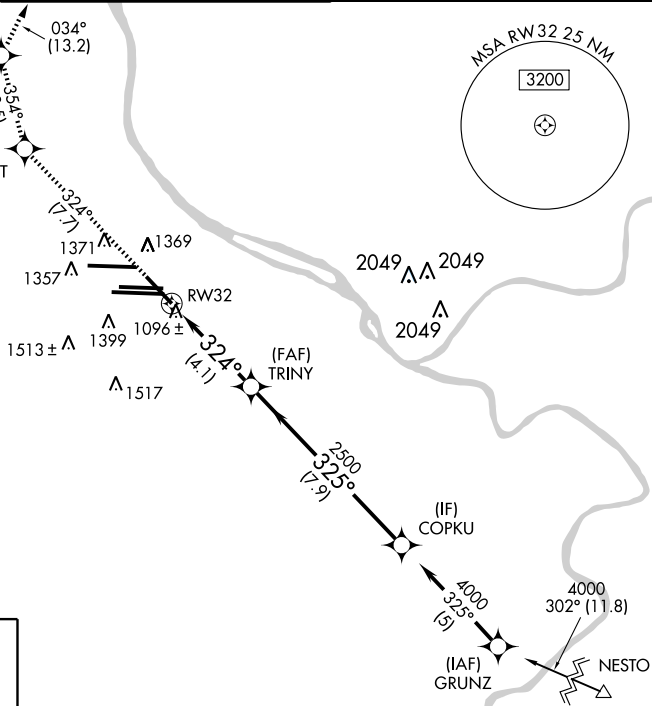
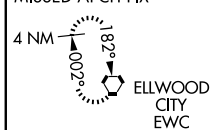
MALS



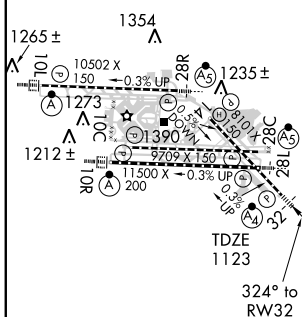
MISSED APPROACH: Climb to 4000 via track 324° to JAVET and via track 354° to ASIWU and via track 034° to EWC VORTAC and hold.

| | | | | |
|---------------------------|--|---|---|---------------------------------|
| ATIS ARR 127.25 | PITTSBURGH APP CON DEP 135.9 | PITTSBURGH TOWER Rwys 10L-28R 128.3 291.7 Rwys 10C-28C, 14-32 135.025 270.325 Rwy 10R-28L 119.1 270.325 | GND CON SOUTH 121.9 348.6 NORTH 127.8 348.6 | CLNC DEL 126.75 353.7 |
|---------------------------|--|---|---|---------------------------------|

MISSED APCH FIX



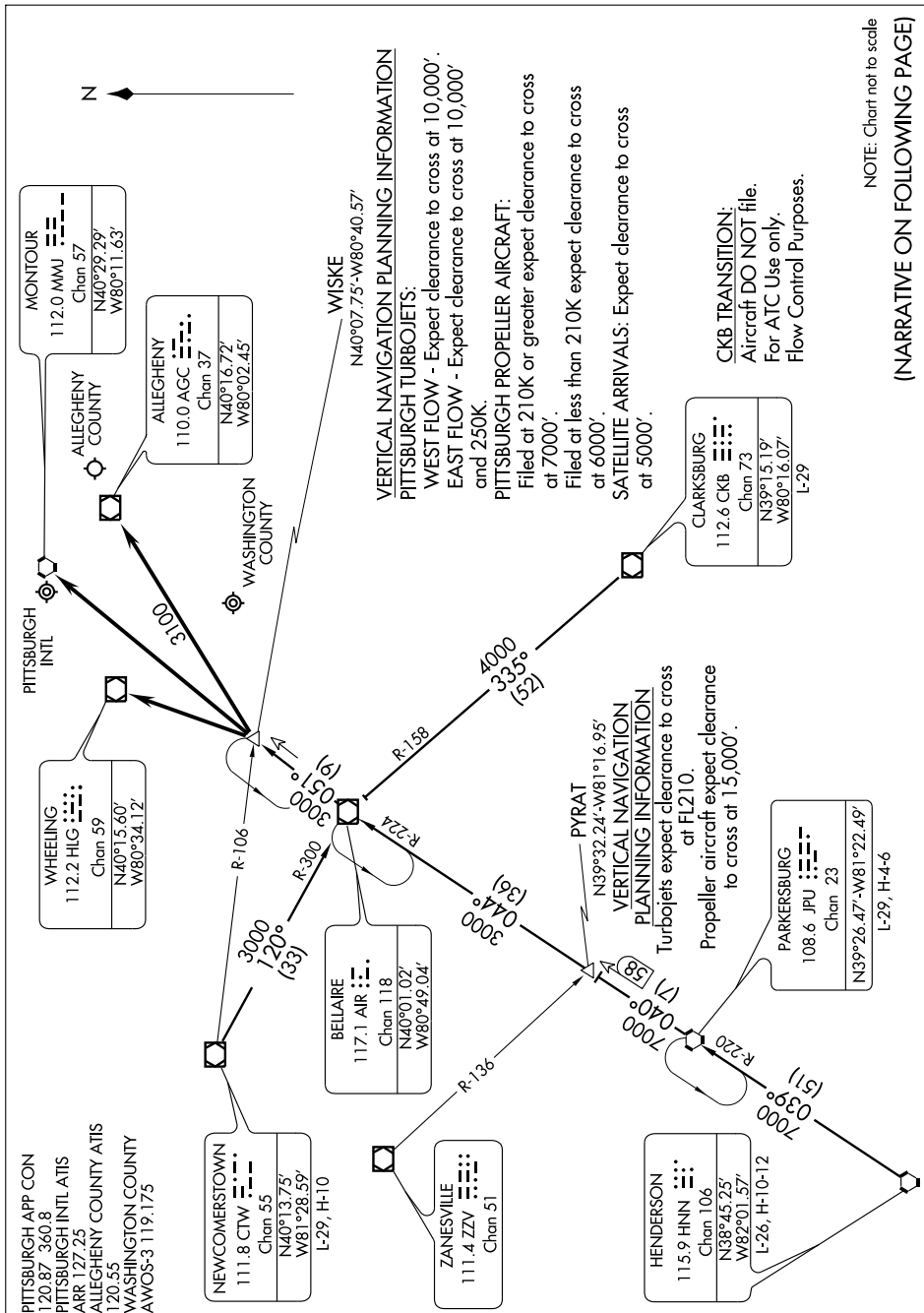
ELEV 1203



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R,
28C, and 32
HIRL Rwys 10L-28R, 10C-28C,
10R-28L and 14-32

| | | | | | | | | |
|---|----------|-------|----------|--------|-------------|------|-----------------|-------------------|
| 4000 | trk 324° | JAVET | trk 354° | ASIWU | trk 034° | EWC | COPKU | 4000 |
| VGSI and RNAV glidepath not coincident. | | | | TRINY | 2500 | 325° | 4000 | Procedure Turn NA |
| RW32 | | | | 2500 | 324° | 2500 | GP 3.00° TCH 55 | |
| 4.1 NM | | | | 7.9 NM | | | | |
| CATEGORY | A | | B | | C | | D | |
| RNP 0.11 DA | | | 1411/50 | | 288 (300-1) | | | |
| RNP 0.13 DA | | | 1433/50 | | 310 (300-1) | | | |
| RNP 0.30 DA | | | 1504/50 | | 381 (400-1) | | | |

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**



ARRIVAL DESCRIPTION

CLARKSBURG TRANSITION (CKB.WISKE3): From over CKB VOR/DME via CKB R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT.
Thence. . . .

HENDERSON TRANSITION (HNN.WISKE3): From over HNN VORTAC via HNN R-039 and JPU R-220 to JPU VORTAC, then via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

NEWCOMERSTOWN TRANSITION (CTW.WISKE3): From over CTW VOR/DME via CTW R-120 and AIR R-300 to AIR VOR/DME, then via AIR R-051 to WISKE INT.
Thence. . . .

PARKERSBURG TRANSITION (JPU.WISKE3): From over JPU VORTAC via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT.
Thence. . . .

. . . .From over WISKE INT:

For Pittsburgh Intl: direct MMJ VORTAC (MEA 3000). Expect vectors after WISKE INT.

For Allegheny County: direct AGC VOR/DME (MEA 3100), direct Allegheny County.

For Washington County: direct HLG VOR/DME (MEA 3000), direct Washington County.

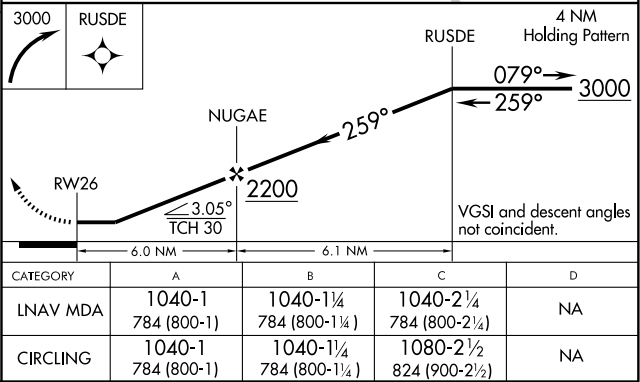
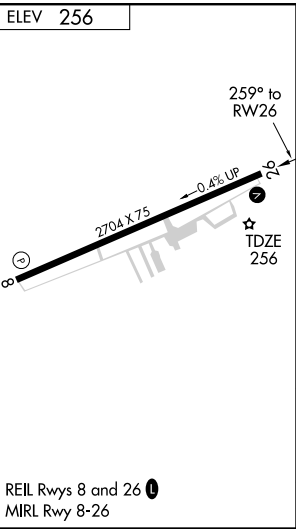
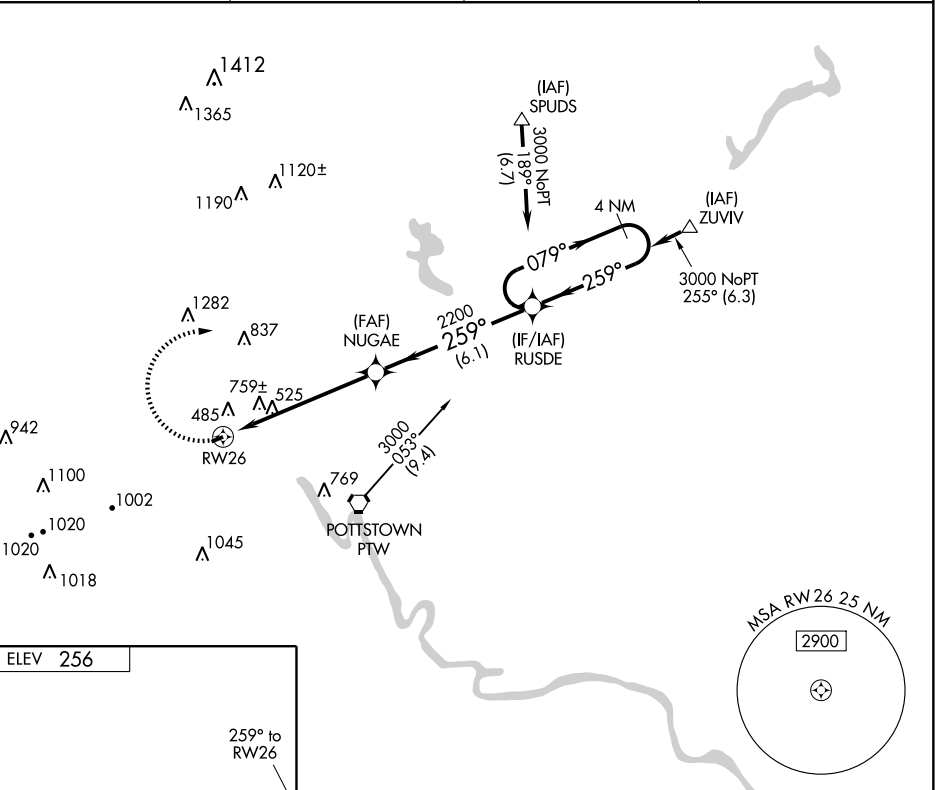
| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 2704 |
| 259° | TDZE | 256 |
| | Apt Elev | 256 |

RNAV (GPS) RWY 26

POTTSTOWN MUNI (N47)

| | |
|---|---|
| ▼ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. | MISSED APPROACH: Climbing right turn to 3000 direct RUSDE and hold. |
| ▲ NA Use Pottstown Limerick altimeter setting; when not received, use Reading altimeter setting and increase all MDA 40 feet and LNAV Cat C visibility ¼ mile. | |

| | | | |
|------------------------------------|--|--------------------|---------------------------------|
| POTTSTOWN LIMERICK ASOS 119.425 | PHILADELPHIA APP CON 126.85 263.125 | CLNC DEL 118.55 | UNICOM 122.8 (CTAF) 0 |
|------------------------------------|--|--------------------|---------------------------------|



| | | | |
|---|------------------------|-----------------------------|--|
| VORTAC PTW 116.5 Chan 112 | APP CRS 303° | Rwy Idg TDZE Apt Elev | N/A N/A 256 |
|---|------------------------|-----------------------------|--|

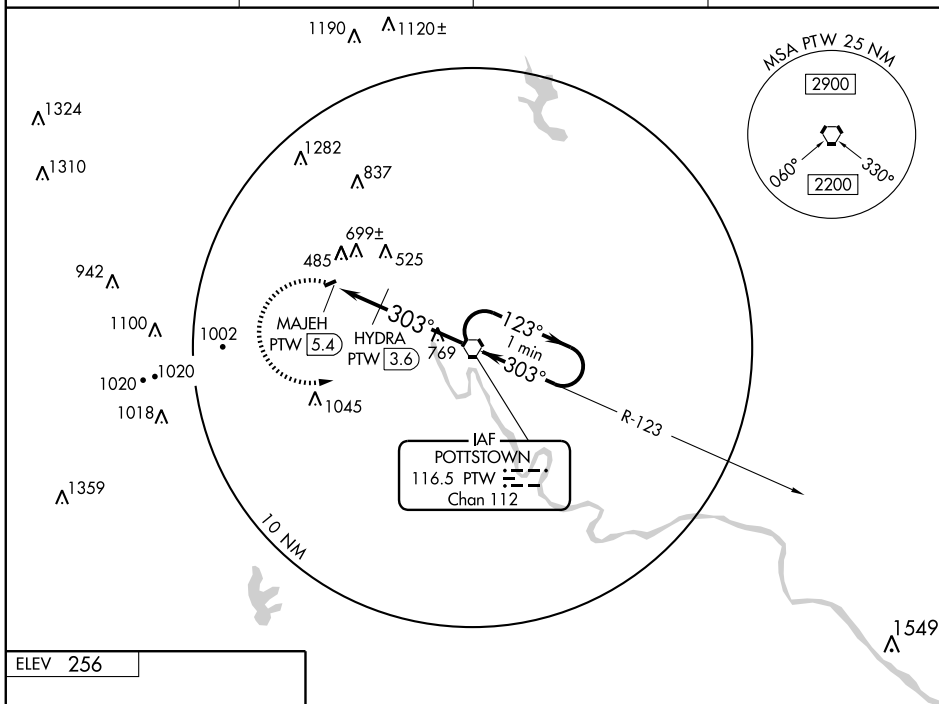
VOR-B
POTTSTOWN MUNI (N47)

| | |
|-------------|---|
| T | Use Pottstown Limerick altimeter setting, when not received, |
| A NA | use Reading altimeter setting and increase all MDA 40 feet and all visibilities $\frac{1}{4}$ mile. |

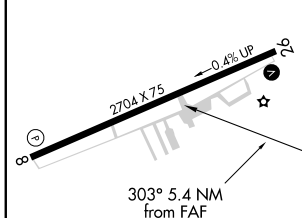
MISSED APPROACH: Climbing left turn to 2100 direct PTW VORTAC and hold.

POTTSTOWN LIMERICK ASOS
119.425

PHILADELPHIA APP CON
126.85 263.125

CLNC DEL
118.55UNICOM
122.8 (CTAF) **L**

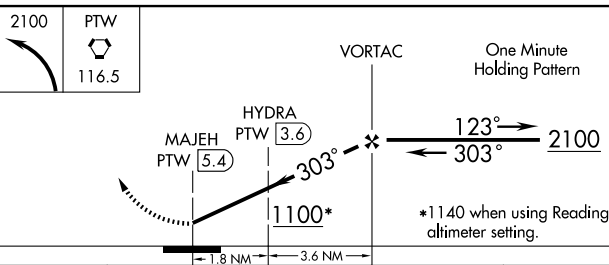
ELEV 256



REIL Rwy 8 and 26 **L**
MIRL Rwy 8-26

FAF to MAP 5.4 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

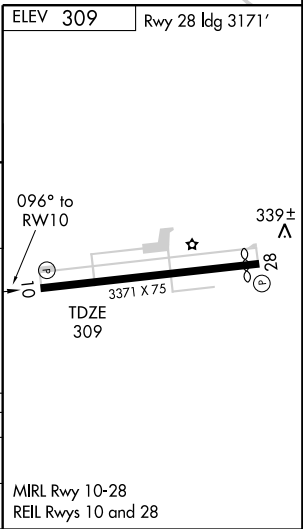
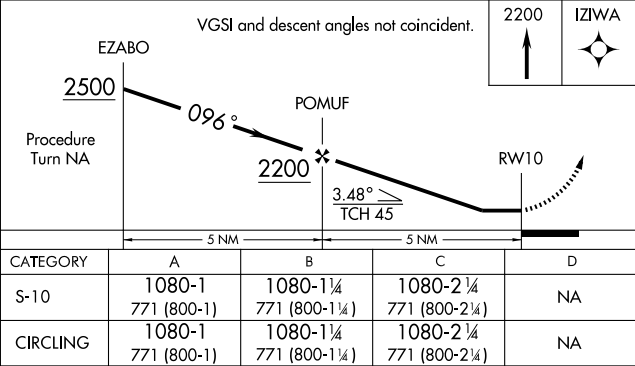
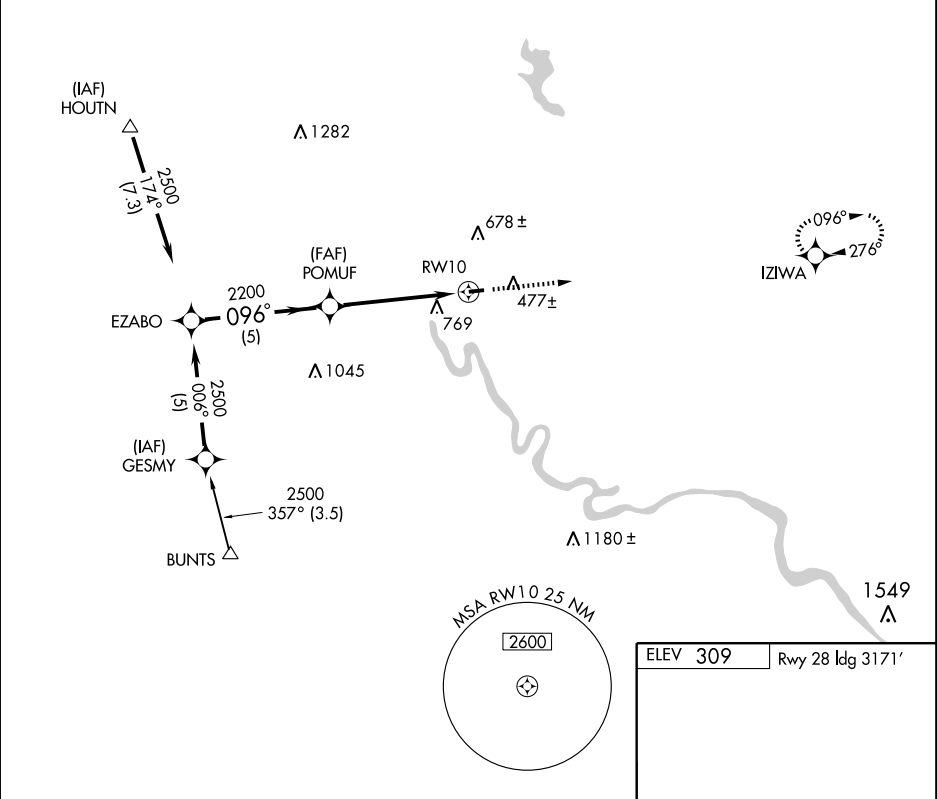


| CATEGORY | A | B | C | D |
|--------------------|-----------------------|-------------------------|-------------------------|----|
| CIRCLING | 1100-1 844 (900-1) | 1100-1¼ 844 (900-1¼) | 1100-2½ 844 (900-2½) | NA |
| HYDRA FIX MINIMUMS | | | | |
| CIRCLING | 1020-1 764 (800-1) | 1020-1¼ 764 (800-1¼) | 1080-2¼ 824 (900-2¼) | NA |

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 3371 |
| 096° | TDZE | 309 |
| | Apt Elev | 309 |

| | | |
|------------------------------|---------------------------------|---|
| <div>▼</div> <div>▲ NA</div> | Circling NA south of Rwy 10-28. | MISSED APPROACH: Climb to 2200 direct IZIWA WP and hold. |
|------------------------------|---------------------------------|---|

| | | | |
|-----------------|--|--------------------|------------------------|
| ASOS 119.425 | PHILADELPHIA APP CON 126.85 263.125 | CLNC DEL 118.55 | UNICOM 122.7 (CTAF) |
|-----------------|--|--------------------|------------------------|



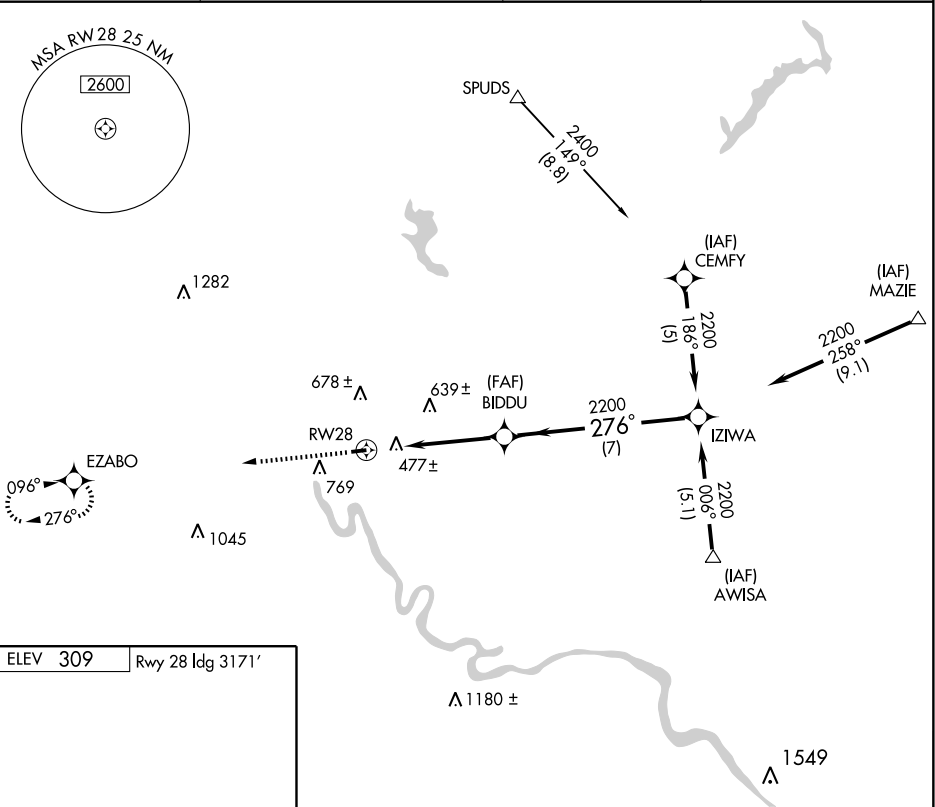
| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 3171 |
| 276° | TDZE | 309 |
| | Apt Elev | 309 |

GPS RWY 28

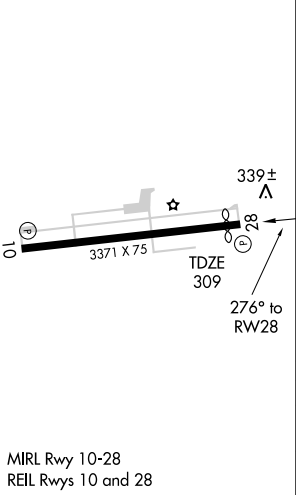
POTTSTOWN-LIMERICK (PTW)

| | | |
|-----------------------------|---------------------------------|---|
| <div>NA</div> <div>NA</div> | Circling NA south of Rwy 10-28. | MISSED APPROACH: Climb to 2400 direct EZABO WP and hold. |
|-----------------------------|---------------------------------|---|

| | | | |
|-----------------|--|--------------------|------------------------|
| ASOS 119.425 | PHILADELPHIA APP CON 126.85 263.125 | CLNC DEL 118.55 | UNICOM 122.7 (CTAF) |
|-----------------|--|--------------------|------------------------|



| | |
|----------|------------------|
| ELEV 309 | Rwy 28 Idg 3171' |
|----------|------------------|



| | | | | | |
|----------|-------|---|------------------------|-------------------|--|
| 2400 | EZABO | VGSI and descent angles not coincident. | | | |
| RWY 28 | | BIDDU | IZIWA | Procedure Turn NA | |
| | | 2200 | 276° | 2200 | |
| | | 5 NM | 7 NM | | |
| CATEGORY | A | B | C | D | |
| S-28 | 820-1 | 511 (600-1) | 820-1½ 511 (600-1½) | NA | |
| CIRCLING | 860-1 | 551 (600-1) | 860-1½ 551 (600-1½) | NA | |

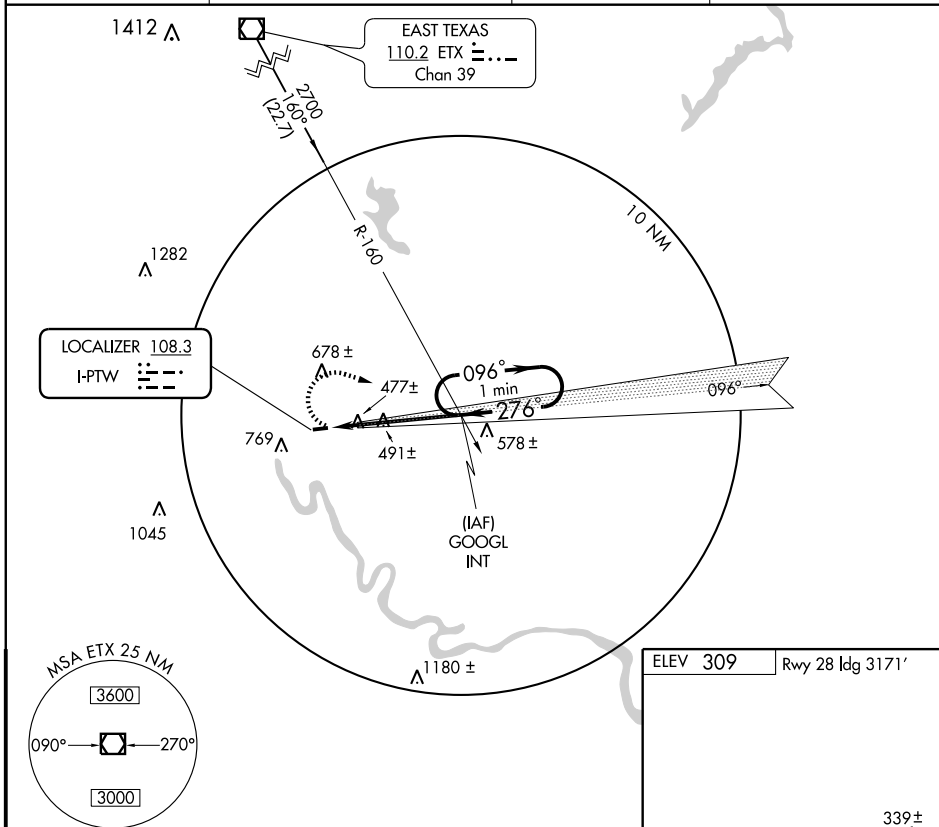
NE-4: 22 OCT 2009 to 19 NOV 2009

| | | | |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-PTW 108.3 | APP CRS 276° | Rwy Idg TDZE Apt Elev | 3171 309 309 |
|---------------------------|------------------------|-----------------------------|---|

LOC RWY 28 POTTSTOWN-LIMERICK (PTW)

| | |
|--|--|
| NA Circling NA south of Rwy 10-28. | MISSED APPROACH: Climbing right turn to 2100 via heading 090° and ETX VOR/DME R-160 to GOOGL Int and hold. |
|--|--|

| | | | |
|------------------------|---|---------------------------|-------------------------------|
| ASOS 119.425 | PHILADELPHIA APP CON 126.85 263.125 | CLNC DEL 118.55 | UNICOM 122.7 (CTAF) |
|------------------------|---|---------------------------|-------------------------------|



| 2100 HDG 090° | ETX R-160 110.2 | GOOGL INT | GOOGL INT | One Minute Holding Pattern |
|--|-----------------------|--------------|------------------------|-------------------------------|
| 096° → 2100 ← 276° VGS1 and descent angles not coincident | | | | |
| 4.8 NM TCH 45 3.42° | | | | |
| CATEGORY | A | B | C | D |
| S-28 | 760-1 | 451 (500-1) | 760-1¼ 451 (500-1¼) | NA |
| CIRCLING | 860-1 | 551 (600-1) | 860-1½ 551 (600-1½) | NA |

| | |
|--|--------------------------|
| ELEV 309 | Rwy 28 Idg 3171' |
| 339± 3371 X 75 TDZE 309 276° 4.8 NM from FAF | |
| MIRL Rwy 10-28 REIL Rws 10 and 28 | |
| FAF to MAP 4.8 NM | |
| Knots | 60 90 120 150 180 |
| Min:Sec | 4:48 3:12 2:24 1:55 1:36 |

| | | | |
|---|------------------------|-----------------------------|--|
| VORTAC PTW 116.5 Chan 112 | APP CRS 211° | Rwy Idg TDZE Apt Elev | N/A N/A 309 |
|---|------------------------|-----------------------------|--|

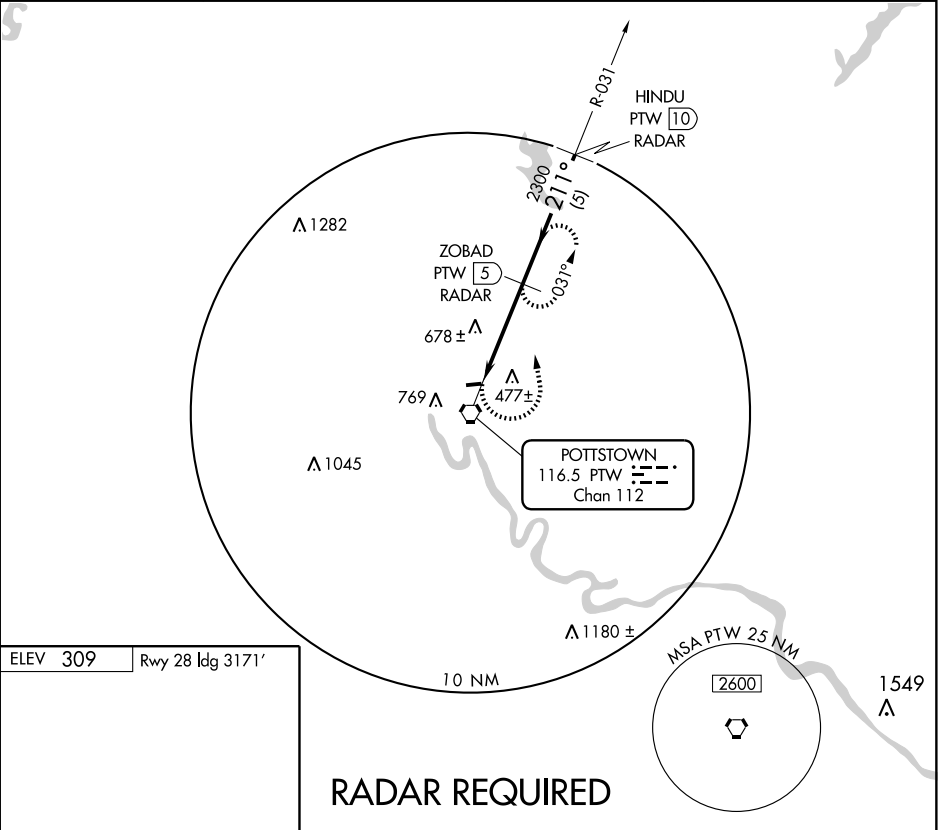
VOR/DME-A
POTTSTOWN-LIMERICK (PTW)


NA

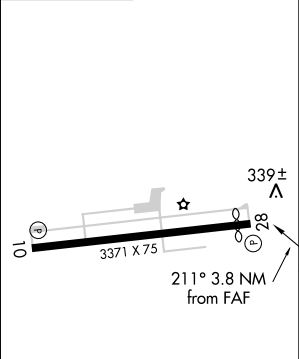
Circling NA south of Rwy 10-28.

MISSED APPROACH: Climbing left turn to 2300 via PTW R-031 to ZOBAD 5 DME/RADAR and hold.

| | | | |
|------------------------|---|---------------------------|-------------------------------|
| ASOS 119.425 | PHILADELPHIA APP CON 126.85 263.125 | CLNC DEL 118.55 | UNICOM 122.7 (CTAF) |
|------------------------|---|---------------------------|-------------------------------|



| | |
|----------|------------------|
| ELEV 309 | Rwy 28 Idg 3171' |
|----------|------------------|



MIRL Rwy 10-28
REIL Rwy 10 and 28

| | | | | | | | | | | | | | | |
|---------|----|----|-----|-----|-----|----------|-------|--|-------------|--|------------------------|--|----|--|
| | | | | | | CATEGORY | A | | B | | C | | D | |
| Knots | 60 | 90 | 120 | 150 | 180 | CIRCLING | 940-1 | | 631 (700-1) | | 940-1¾ 631 (700-1¾) | | NA | |
| Min:Sec | | | | | | | | | | | | | | |

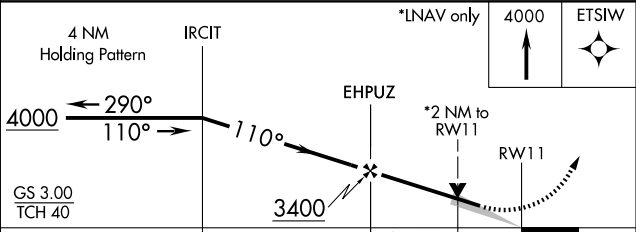
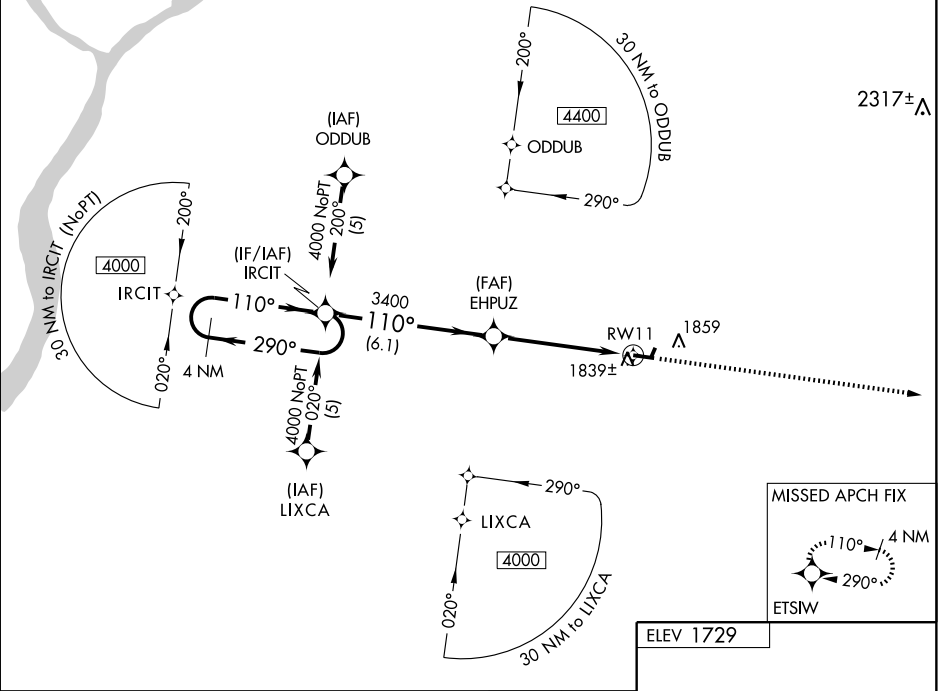
| | | |
|--|------------------------|--|
| WAAS CH 61214 W11A | APP CRS 110° | Rwy Idg TDZE Apt Elev 4594 1729 1729 |
|--|------------------------|--|

RNAV (GPS) RWY 11

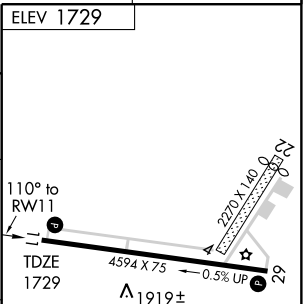
POTTSVILLE / SCHUYLKILL COUNTY (JOE ZERBEY) (ZEP)

| | |
|--|--|
| <p>▼ ▲ NA</p> <p>DME/DME RNP-0.3 NA. Baro-VNAV NA. When local altimeter setting not received, use Selinsgrove altimeter setting and increase all DA 261 feet and all MDA 280 feet, increase LPV and LNAV/VNAV all Cats visibility 1 mile, LNAV Cat A ¼ mile, Cat B ½ mile, Cat C 1 mile, Cat D ¾ mile and circling Cat A/B visibility ¼ mile, Cat C ¾ mile, Cat D ½ mile. VDP NA when using Selinsgrove altimeter setting.</p> | <p>MISSED APPROACH: Climb to 4000 direct ETSIW and hold.</p> |
|--|--|

| | | |
|-------------------------|--|---------------------------------|
| AWOS-3 127.57 | HARRISBURG APP CON 118.25 269.45 | UNICOM 122.8 (CTAF) 0 |
|-------------------------|--|---------------------------------|



| CATEGORY | A | B | C | D |
|---------------|--------------------|----------------------|----------------------|----------------------|
| LPV DA | 2179-1½ | | 450 (500-1½) | |
| LNAV/ VNAV DA | 2309-2 | | 580 (600-2) | |
| LNAV MDA | 2420-1 691 (700-1) | | 2420-2 691 (700-2) | 2420-2¼ 691 (700-2¼) |
| CIRCLING | 2480-1 751 (800-1) | 2480-1¼ 751 (800-1¼) | 2480-2¼ 751 (800-2¼) | 2480-2½ 751 (800-2½) |



| |
|----------------------|
| REIL Rwy 11 and 29 0 |
| MRL Rwy 11-29 0 |

WAAS
CH 63014
W29A

APP CRS
290°

| | |
|----------|-------------|
| Rwy Idg | 4594 |
| TDZE | 1724 |
| Apt Elev | 1729 |

RNAV (GPS) RWY 29

POTTSVILLE / SCHUYLKILL COUNTY (JOE ZERBEY) (ZER)

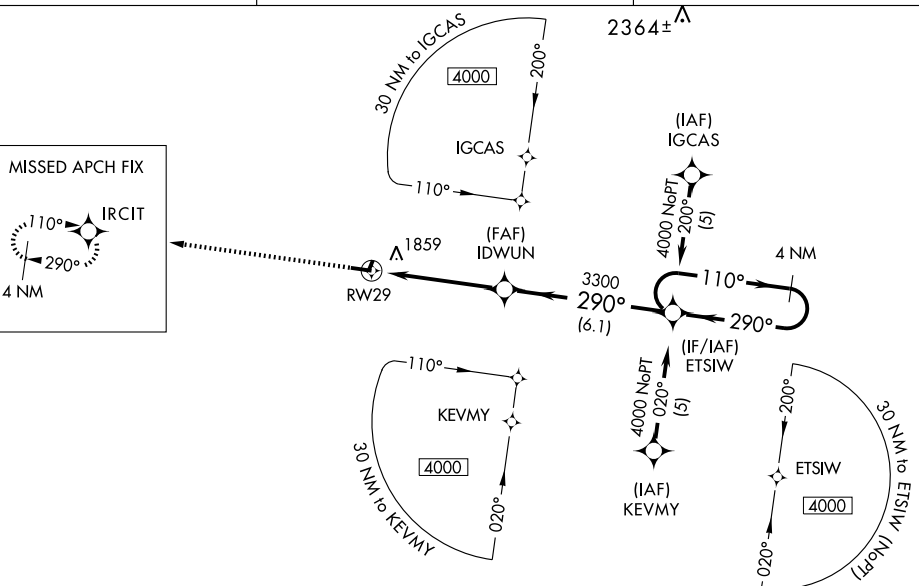


DME/DME RNP-0.3 NA. Baro-VNAV NA. When local altimeter setting not received, use Selinsgrove altimeter setting and increase all DA 261 feet, all MDA 280 feet and increase LPV Cats visibility $\frac{3}{4}$ mile, LNAV/VNAV all Cats visibility $1\frac{1}{4}$ mile, LNAV Cat A/B $\frac{1}{2}$ mile, Cat C/D $\frac{1}{2}$ mile, circling Cat A/B $\frac{1}{2}$ mile, Cat C $\frac{3}{4}$ mile and Cat D $\frac{1}{2}$ mile. VDP NA when using Selinsgrove altimeter setting.

MISSED APPROACH: Climb to 4000 direct IRCIT and hold.

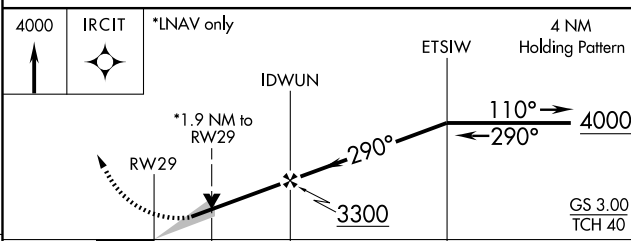
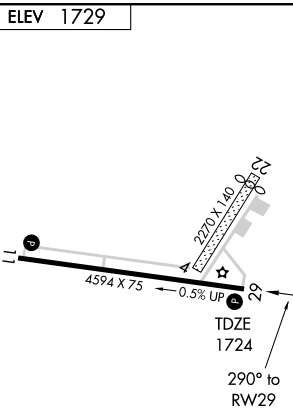
AWOS-3
127.57

HARRISBURG APP CON
118.25 269.45

UNICOM
122.8 (CTAF) **L**

NE-4. 22 OCT 2009 to 19 NOV 2009

ELEV 1729



| | | | | |
|------------------|---|--|--|--|
| | 1.9 NM | 2.9 NM | 6.1 NM | |
| CATEGORY | A | B | C | D |
| LPV DA | 2174-1 $\frac{3}{4}$ 450 (500-1 $\frac{3}{4}$) | | | |
| RNAV/ VNAV DA | 2344-2 $\frac{1}{4}$ 620 (700-2 $\frac{1}{4}$) | | | |
| RNAV MDA | 2360-1 636 (700-1) | | 2360-1 $\frac{3}{4}$ 636 (700-1 $\frac{3}{4}$) | 2360-2 636 (700-2) |
| CIRCLING | 2480-1 751 (800-1) | 2480-1 $\frac{1}{4}$ 751 (800-1 $\frac{1}{4}$) | 2480-2 $\frac{1}{4}$ 751 (800-2 $\frac{1}{4}$) | 2480-2 $\frac{1}{2}$ 751 (800-2 $\frac{1}{2}$) |

REIL Rwy 11 and 29 **L**MIRL Rwy 11-29 **L**

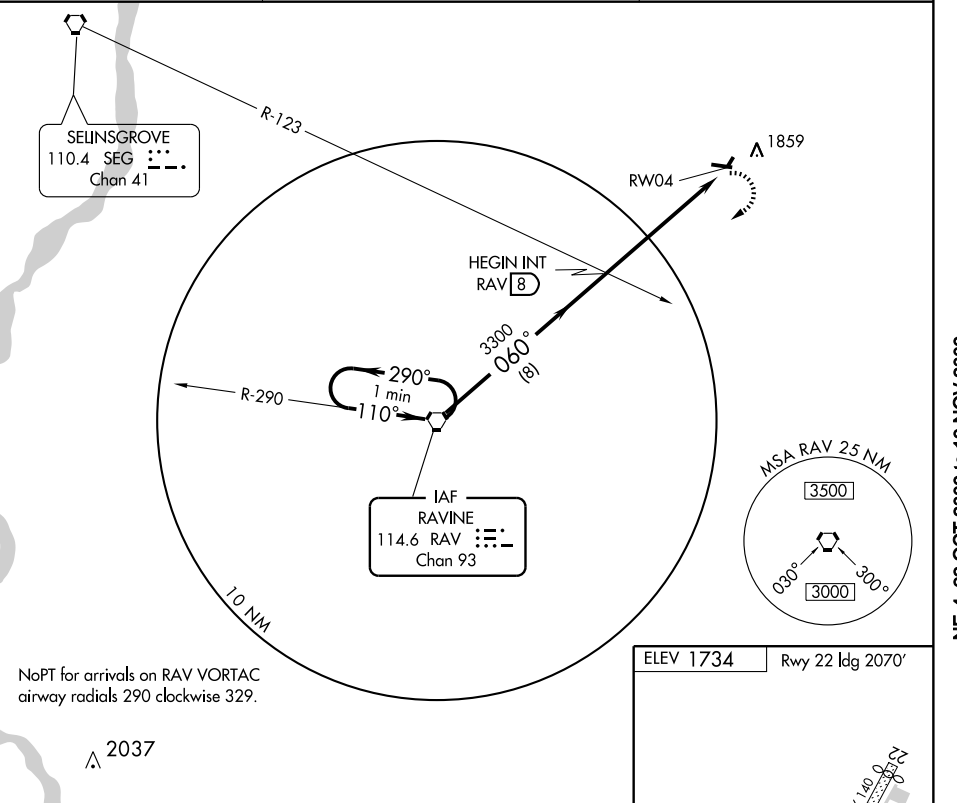
▼

▲ NA

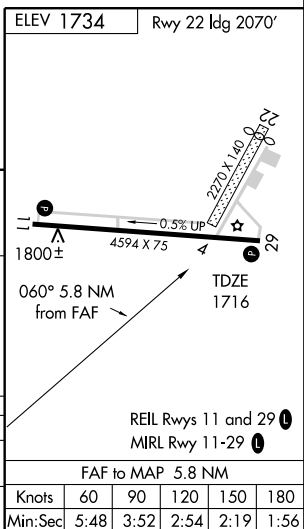
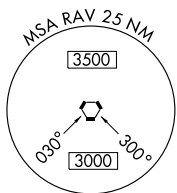
Straight in minimums not authorized at night.

MISSED APPROACH: Climbing right turn to 4000 direct RAV VORTAC and hold.

| | | |
|------------------|-------------------------------------|--------------------------|
| AWOS-3 127.57 | HARRISBURG APP CON 118.25 269.45 | UNICOM 122.8 (CTAF) 0 |
|------------------|-------------------------------------|--------------------------|



NoPT for arrivals on RAV VORTAC
airway radials 290 clockwise 329.





| | | | | |
|----------------------------|--------|-------------|-------------------------|-------------------------|
| One Minute Holding Pattern | | | | |
| VORTAC | | | | |
| HEGIN INT RAV 8 | | | | |
| RW04 RAV 13.8 | | | | |
| 8 NM 5.8 NM | | | | |
| CATEGORY | A | B | C | D |
| S-4 | 2300-1 | 584 (600-1) | 2300-1½ 584 (600-1½) | 2300-1¾ 584 (600-1¾) |
| CIRCLING | 2340-1 | 606 (700-1) | 2340-1¾ 606 (700-1¾) | 2340-2 606 (700-2) |

| | | | | | |
|-------------------|------|------|------|------|------|
| FAF to MAP 5.8 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |

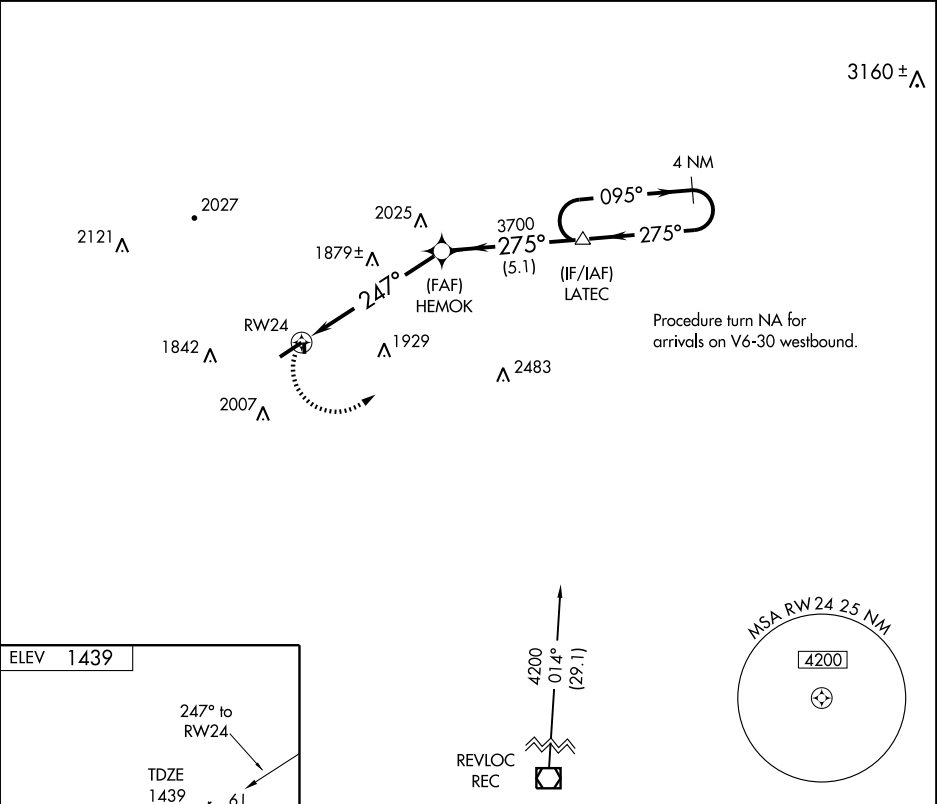
| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 3003 |
| 247° | TDZE | 1439 |
| | Apt Elev | 1439 |



RNAV (GPS) RWY 24

PUNXSUTAWNEY MUNI (N35)



| | |
|--|--|
|  Use Indiana Co-Jimmy Stewart Fld altimeter setting.  Procedure NA at night. DME/DME RNP-0.3 NA. | MISSED APPROACH: Climbing left turn to 4000 direct LATEC and hold. |
|--|--|

| | | |
|--|-----------------------------------|--|
| JIMMY STEWART FIELD AWOS-3 126.625 | CLEVELAND CENTER 126.72 291.65 | UNICOM 123.0 (CTAF)  |
|--|-----------------------------------|--|



REIL Rwy 1, 6, 19 and 24 
 MRL Rwy 1-19 and 6-24 

| | | | | |
|----------|--------|-------------|----|---|
| CATEGORY | A | B | C | D |
| LNAV MDA | 2160-1 | 721 (800-1) | NA | |
| CIRCLING | 2160-1 | 721 (800-1) | NA | |

REIL Rwy 1, 6, 19 and 24 
MIRL Rwy 1-19 and 6-24 

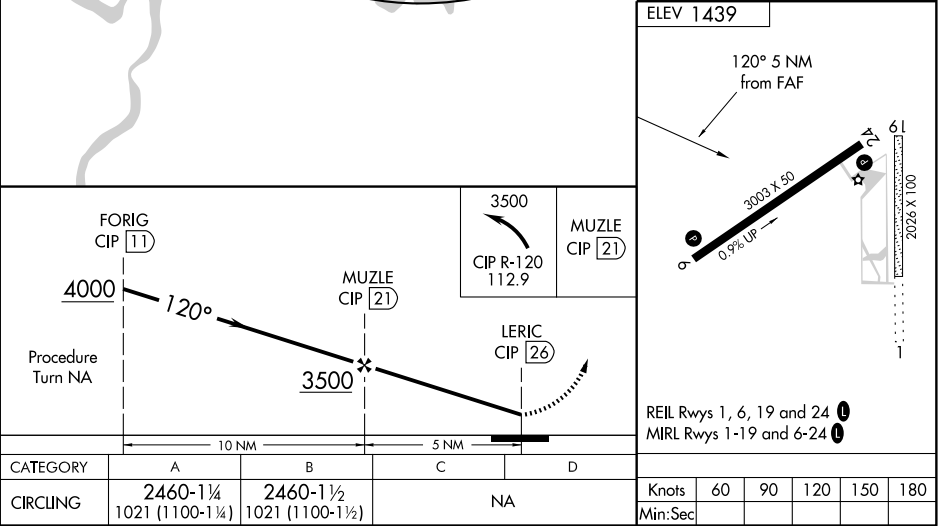
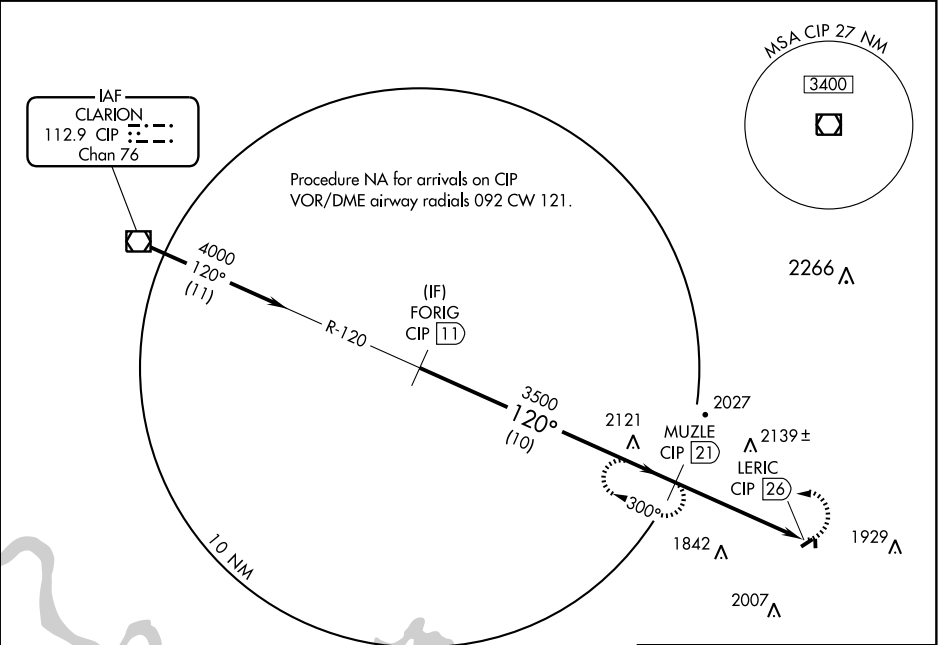
▼

▲ NA

Use Indiana Co-Jimmy Stewart Fld altimeter setting.

MISSED APPROACH: Climbing left turn to 3500
via CIP R-120 to MUZLE/21 DME and hold.

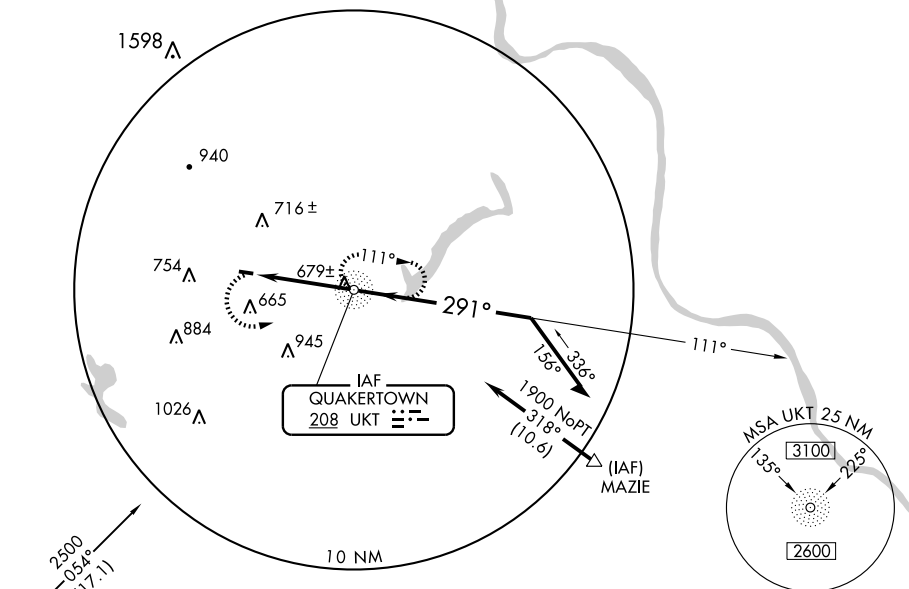
| | | |
|--|-----------------------------------|--------------------------|
| JIMMY STEWART FIELD AWOS-3 126.625 | CLEVELAND CENTER 126.72 291.65 | UNICOM 123.0 (CTAF) 0 |
|--|-----------------------------------|--------------------------|




| | |
|----------|-------------|
| Rwy Idg | 3201 |
| TDZE | 526 |
| Apt Elev | 526 |

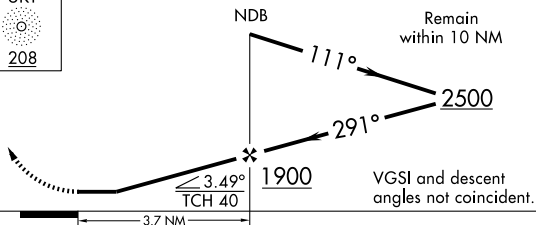
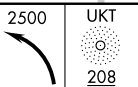
MISSED APPROACH: Climbing left turn to 2500 direct UKT NDB and hold.

UNICOM
122.725 (CTAF)



POTTSTOWN
116.5 PTW 
Chan 112

| | |
|------|-----|
| ELEV | 526 |
|------|-----|



| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------|----|
| S-29 | 1000-1 | 474 (500-1) | 1000-1¼ 474 (500-1¼) | NA |
| CIRCLING | 1000-1 | 474 (500-1) | 1000-1½ 474 (500-1½) | NA |

MIRL Rwy 11-29

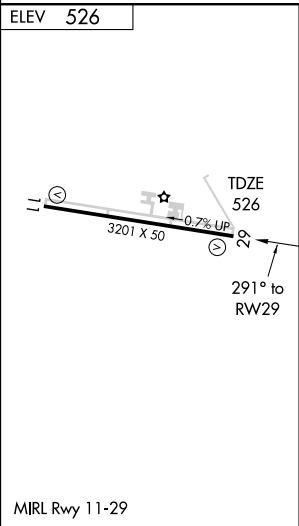
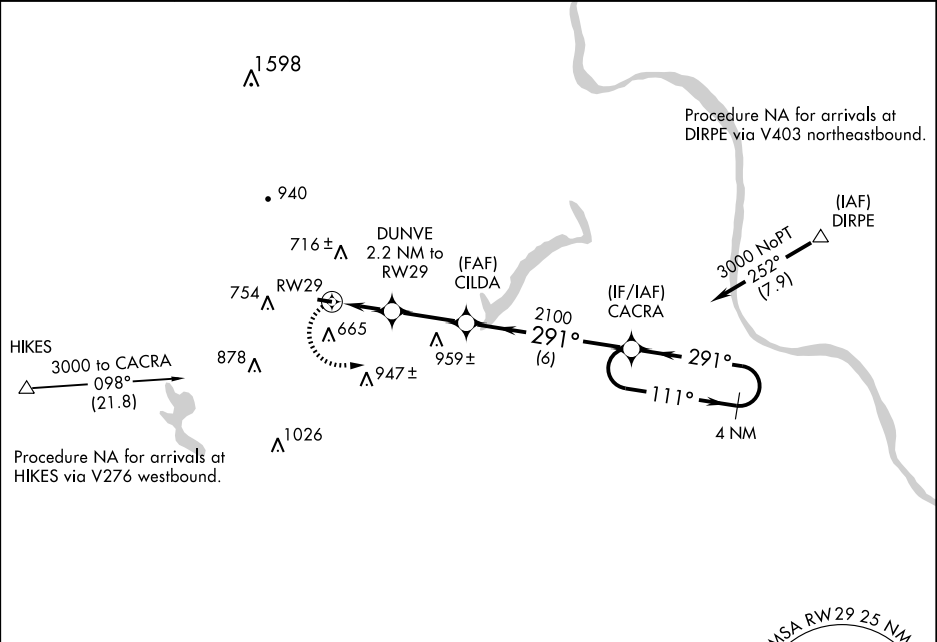
FAF to MAP 3.7 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 3201 |
| 291° | TDZE | 526 |
| | Apt Elev | 526 |

RNAV (GPS) RWY 29
QUAKERTOWN (UKT)

| | | | | |
|---|--------------------------------|-------------------------------------|---|--------------------------|
| ▼ GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. ▲ If local altimeter setting not received, use Pennridge altimeter setting. | | | MISSED APPROACH: Climbing left turn to 3000 direct CACRA WP and hold. | |
| QUAKERTOWN AWOS-3 119.475 | PENNRIDGE AWOS-3 126.325 | PHILADELPHIA APP CON 123.8 291.7 | CLNC DEL 118.55 | UNICOM 122.725 (CTAF) |



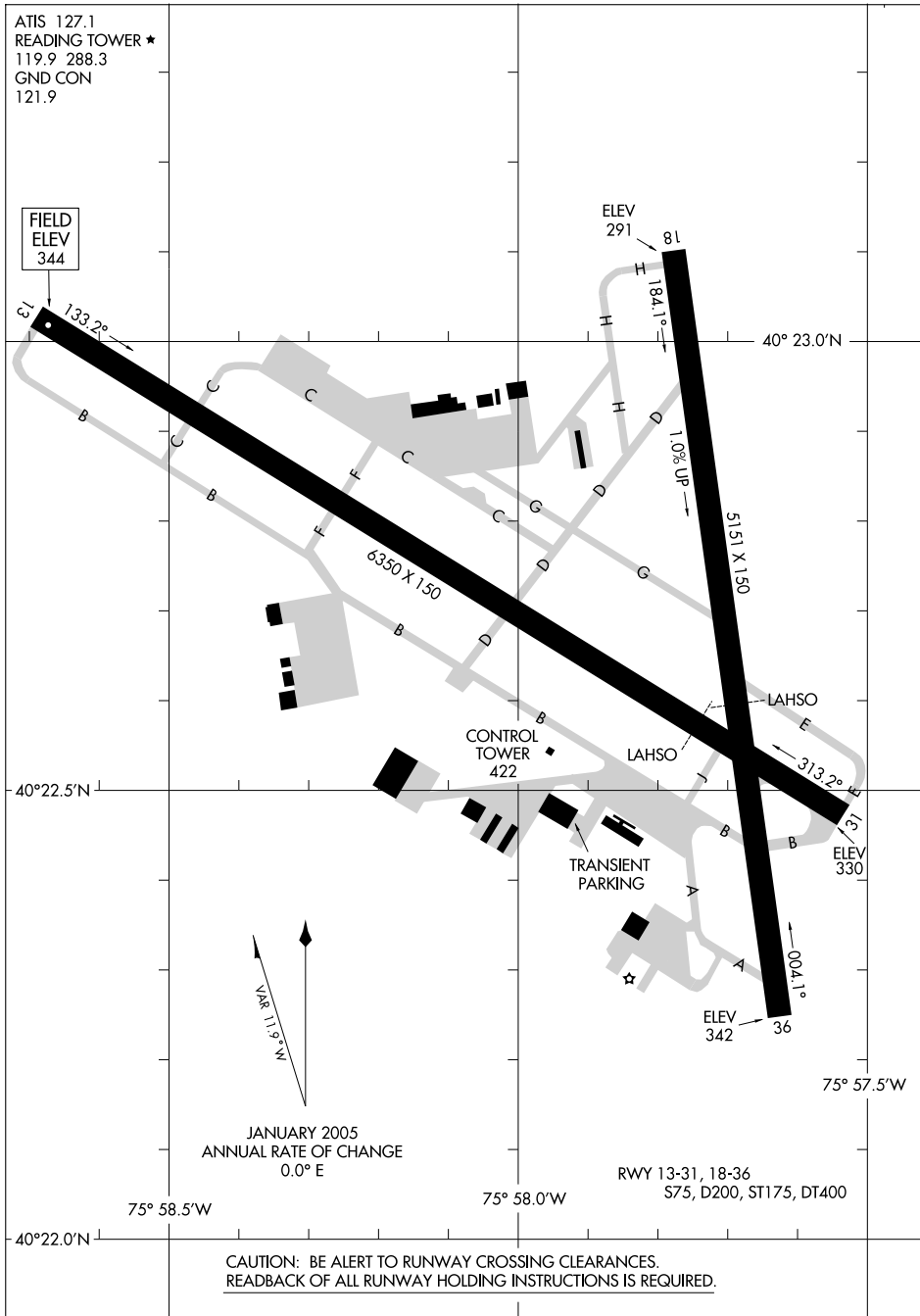
| | | | | | | |
|---|--------------------|---|---|--|-------------------------|----|
| <div><div>3000</div><div>CACRA</div></div> | | *VDP NA when using Pennridge altimeter setting. | | <div>CACRA</div> <div>4 NM Holding Pattern</div> | | |
| <div>DUNVE</div> <div>2.2 NM to RW29</div> | | <div>CILDA</div> | | <div>111°</div> <div>←291°</div> <div>3000</div> | | |
| <div>*0.8 NM to RW29</div> | | <div>2100</div> | | <div>VGSI and descent angles not coincident.</div> | | |
| <div>RW29</div> | | <div>1240</div> <div>TCH 40</div> | | | | |
| <div>0.8</div> <div>1.4</div> <div>2.7 NM</div> <div>6 NM</div> | | | | | | |
| CATEGORY | A | | B | | C | D |
| LNAV MDA | 960-1 434 (500-1) | | | | 960-1¼ 434 (500-1¼) | NA |
| CIRCLING | 1000-1 474 (500-1) | | | | 1000-1½ 474 (500-1½) | NA |

AIRPORT DIAGRAM

AL-627 (FAA)

READING RGNL / CARL A SPAATZ FIELD (RDG)
READING, PENNSYLVANIA

NE-4, 22 OCT 2009 to 19 NOV 2009



| | | |
|--|------------------------|---|
| LOC/DME I-VXO 110.55 Chan 42 (Y) | APP CRS 133° | Rwy Idg TDZE 344 Apt Elev 344 |
|--|------------------------|---|

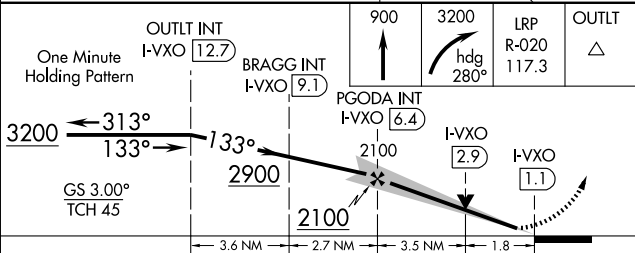
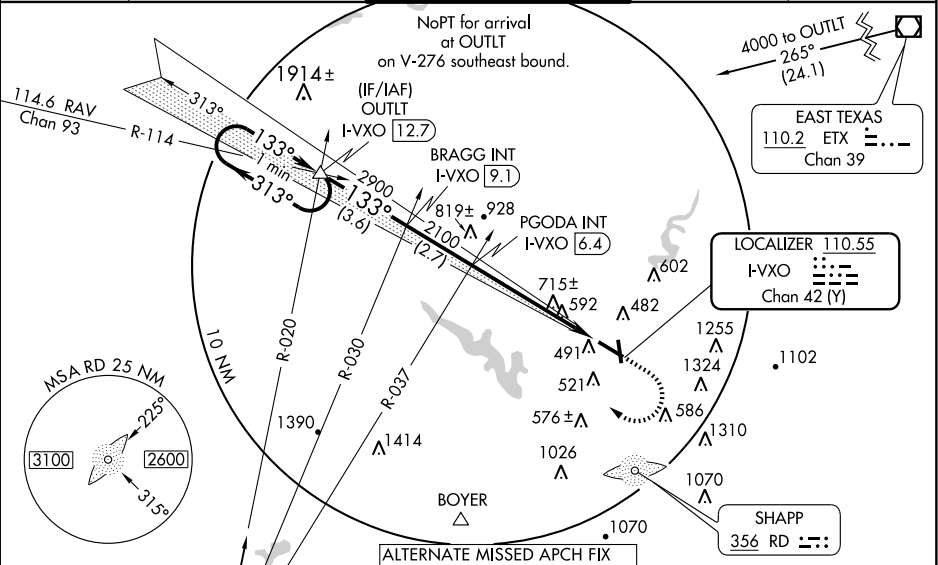
ILS or LOC RWY 13

READING RGNL / CARLA SPAATZ FIELD (R.D.G)

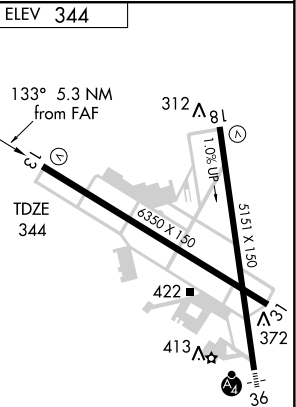
▼ Visibility reduction by helicopters NA.
▲ VDP NA when using Harrisburg Intl altimeter setting.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase S-ILS 13 Cats A and B DA to 637 feet and visibility ¼ mile, Cats C and D DA to 687 feet and visibility ½ mile. Increase all MDA 100 feet and S-LOC 13 Cats C and D visibility ¼ mile, Circling Cat C visibility ½ mile, and Cats B and D visibility ¼ mile.

MISSED APPROACH: Climb to 900 then climbing right turn to 3200 via heading 280° and IRP VORTAC R-020 to OUTLT INT/I-VXO 12.7 DME and hold.

| | | | | |
|----------------------|--|--|-------------------------|-------------------------|
| ATIS 127.1 | READING APP CON ★ 125.15 257.9 | READING TOWER ★ 119.9 (CTAF) 288.3 | GND CON 121.9 | UNICOM 122.95 |
|----------------------|--|--|-------------------------|-------------------------|



| CATEGORY | A | B | C | D |
|----------|--------------------|---|----------------------|----------------------|
| S-ILS 13 | 544-¾ 200 (200-¾) | | 594-¾ 250 (300-¾) | |
| S-LOC 13 | 980-1 636 (700-1) | | 980-1¾ 636 (700-1¾) | 980-2 636 (700-2) |
| CIRCLING | 1000-1 656 (700-1) | | 1000-1¾ 656 (700-1¾) | 1120-2½ 776 (800-2½) |




| | | | | | |
|--------------------------|------|------|------|------|------|
| REIL Rwy 31 | | | | | |
| HIRL Rws 13-31 and 18-36 | | | | | |
| FAF to MAP 5.3 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

| | | | |
|-----------|---------|----------|------|
| LOC I-RDG | APP CRS | Rwy Idg | 5151 |
| 109.5 | 004° | TDZE | 343 |
| | | Apt Elev | 344 |

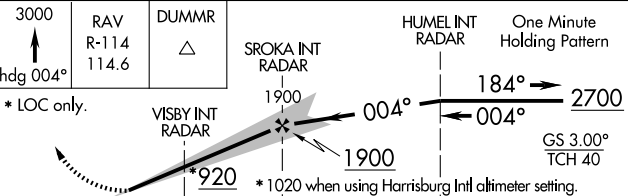
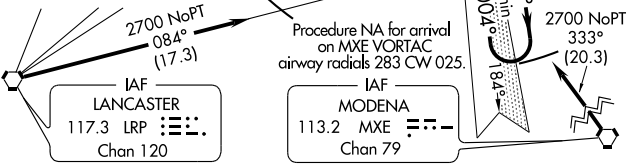
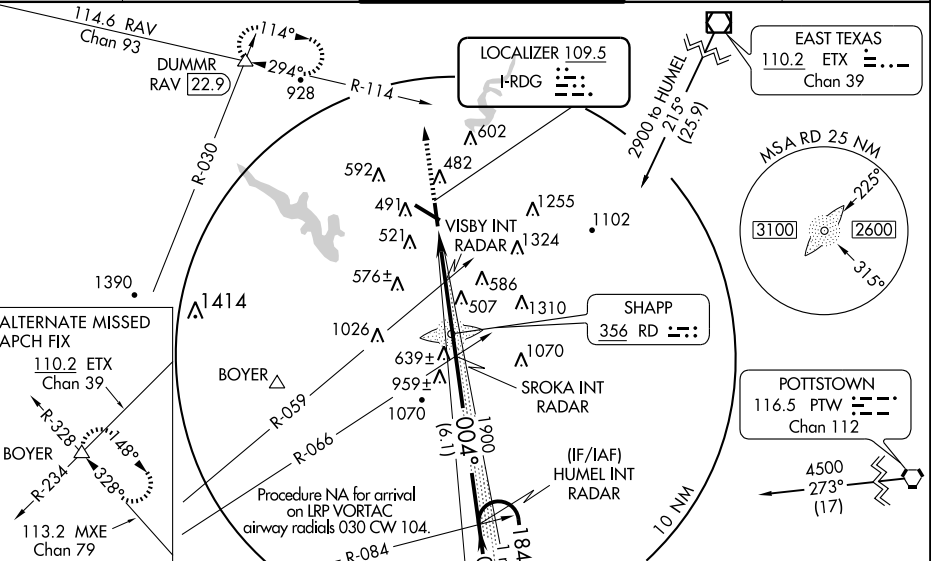
ILS or LOC RWY 36

READING RGNL / CARLA SPAATZ FIELD (R.D.G)

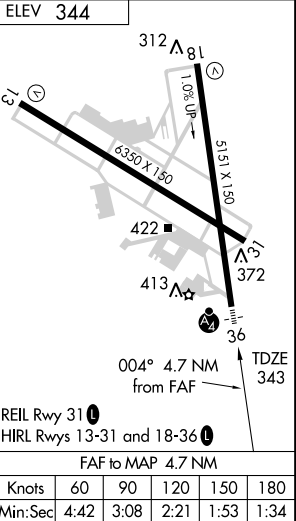
⚠ Straight-in minimums NA at night. Inoperative table does not apply. Visibility reduction by helicopters NA.
⚠ When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase S-ILS 36 DA to 686 feet and all visibilities ¼ mile. Increase all MDA 100 feet and S-LOC 36 Cats C and D visibility ¼ mile, and Circling Cat B and D visibility ¼ mile, Cat C visibility ½ mile.

MALSF

MISSED APPROACH: Climb to 3000 via heading 004° and via RAV VORTAC R-114 to DUMMR INT/RAV 22.9 DME and hold, continue climb-in-hold to 3000.

| | | | | |
|-------|-------------------|-----------------------------|---------|--------|
| ATIS | READING APP CON ★ | READING TOWER ★ | GND CON | UNICOM |
| 127.1 | 125.15 257.9 | 119.9 (CTAF) 0 288.3 | 121.9 | 122.95 |



| CATEGORY | A | B | C | D |
|----------|--------------------|----------------------|----------------------|---|
| S-ILS 36 | 593-1 | 250 (300-1) | | |
| S-LOC 36 | 820-1 477 (500-1) | 820-1¼ 477 (500-1¼) | 820-1½ 477 (500-1½) | |
| CIRCLING | 1000-1 656 (700-1) | 1000-1¾ 656 (700-1¾) | 1120-2½ 776 (800-2½) | |



NDB RWY 36

READING RGNL / CARL A SPAATZ FIELD (R.D.G)

| | | | |
|--------|---------|----------|------|
| LOM RD | APP CRS | Rwy Idg | 5151 |
| 356 | 005° | TDZE | 343 |
| | | Apt Elev | 344 |

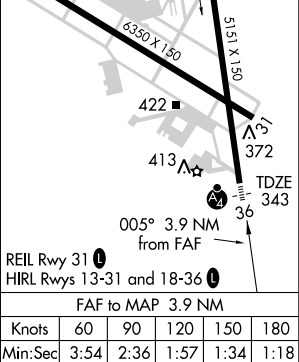
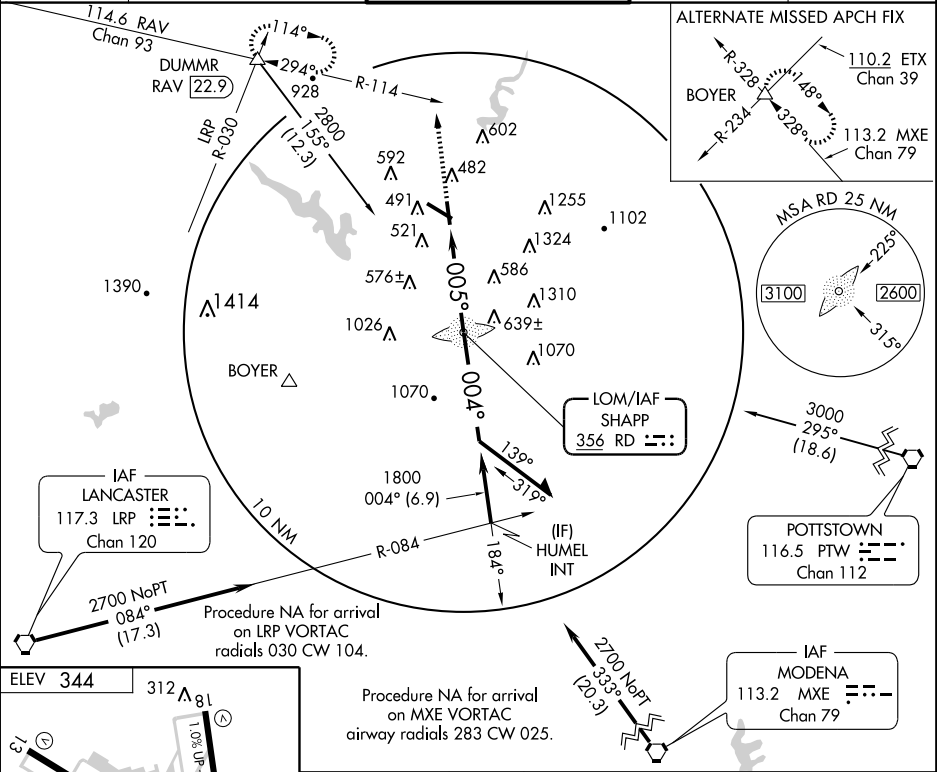
▼ Straight-in minimums NA at night. Inoperative table does not apply.
▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 100 feet and S-36 Cats C and D visibility ¼ mile, Circling Cat C visibility ½ mile and Cat B and D visibility ¾ mile.

MALSF



MISSED APPROACH: Climb to 3000 via heading 005° and RAV VORTAC R-114 to DUMMR INT/RAV 22.9 DME and hold, continue climb-in-hold to 3000.

| | | | | |
|---------------|-----------------------------------|---|------------------|------------------|
| ATIS 127.1 | READING APP CON ★ 125.15 257.9 | READING TOWER ★ 119.9 (CTAF) 0 288.3 | GND CON 121.9 | UNICOM 122.95 |
|---------------|-----------------------------------|---|------------------|------------------|



| CATEGORY | A | B | C | D |
|----------|--------------------|---|----------------------|----------------------|
| S-36 | 900-1 557 (600-1) | | 900-1½ 557 (600-1½) | 900-1¾ 557 (600-1¾) |
| CIRCLING | 1000-1 656 (700-1) | | 1000-1¾ 656 (700-1¾) | 1120-2½ 776 (800-2½) |

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 45712 W13A | APP CRS 133° | Rwy Idg TDZE Apt Elev | 6350 344 344 |
|--|------------------------|-----------------------------|---|

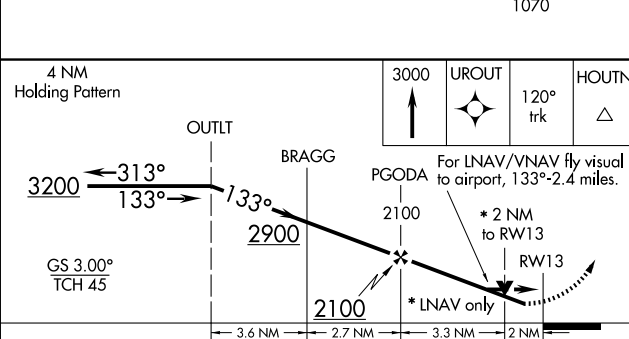
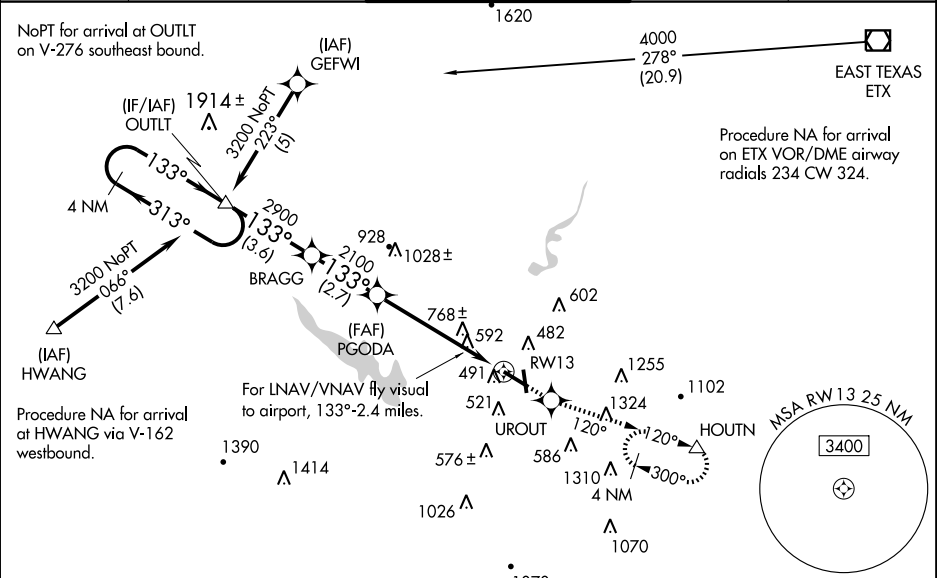
RNAV (GPS) RWY 13

READING RGNL / CARL A SPAATZ FIELD (R.D.G)

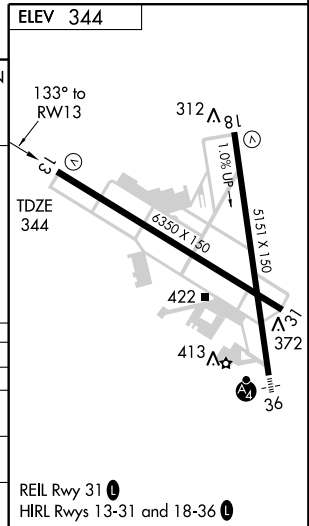
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (115°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Harrisburg Intl altimeter setting. LNAV/VNAV NA when using Harrisburg altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 897 feet and visibility ¼ mile all Cats. Increase all MDA 100 feet and LNAV Cats B, C and D visibility ¼ mile, Circling Cats B, C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct UROUT and via 120° track to HOUTN and hold, continue climb-in-hold to 3000.

| | | | | |
|----------------------|--|--|-------------------------|-------------------------|
| ATIS 127.1 | READING APP CON ★ 125.15 257.9 | READING TOWER ★ 119.9 (CTAF) 0 288.3 | GND CON 121.9 | UNICOM 122.95 |
|----------------------|--|--|-------------------------|-------------------------|



| CATEGORY | A | B | C | D |
|--------------|---------------------|----------------------|----------------------|----------------------|
| LPV DA | 804-1¾ 460 (500-1¾) | | | |
| LNAV/VNAV DA | 1156-2 812 (900-2) | 1156-2½ 812 (900-2½) | 1156-2¾ 812 (900-2¾) | 1156-2¾ 812 (900-2¾) |
| LNAV MDA | 1020-1 676 (700-1) | 1020-2 676 (700-2) | 1020-2¼ 676 (700-2¼) | 1020-2¼ 676 (700-2¼) |
| CIRCLING | 1020-1 676 (700-1) | 1020-2 676 (700-2) | 1120-2½ 776 (800-2½) | 1120-2½ 776 (800-2½) |



RNAV (GPS) RWY 18

READING RGNL / CARL A SPAATZ FIELD (RDG)

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 5151 |
| 184° | TDZE | 319 |
| | Apt Elev | 344 |

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 100 feet, increase LNAV Cat B visibility ¼ mile, Cats C and D visibility ½ mile. Increase Circling Cats B and D visibility ¼ mile, Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct COTAX and via 258° track to BOYER and hold, continue climb-in-hold to 3000.

ATIS
127.1

READING APP CON ★
125.15 257.9

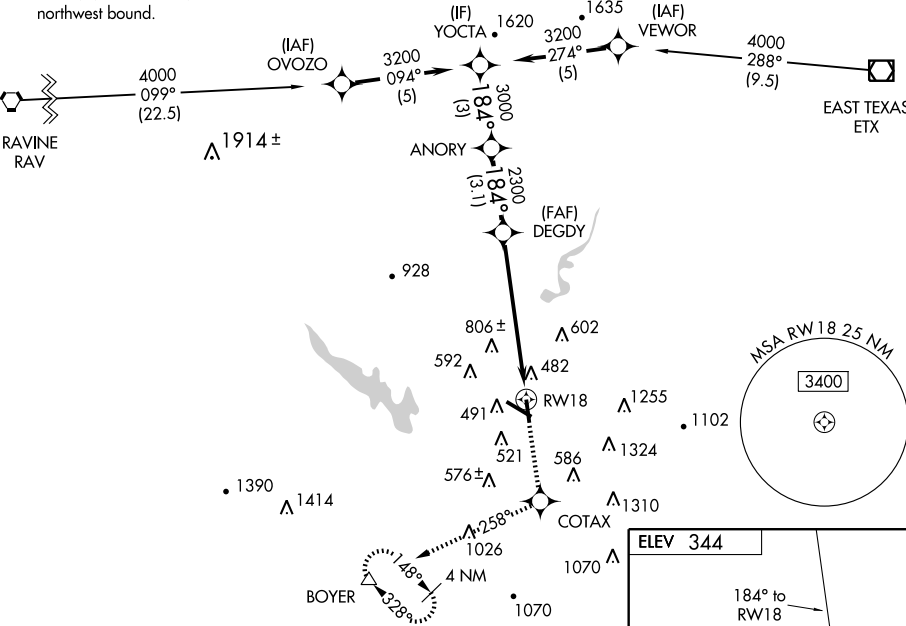
READING TOWER ★
119.9 (CTAF) **0 288.3**

GND CON
121.9

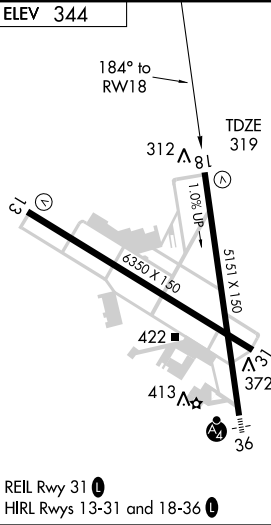
UNICOM
122.95

Procedure NA for arrival at RAV VORTAC via V-170 northwest bound.

Procedure NA for arrival at ETX VOR/DME airway radials 234 CW 324.





| | | | | |
|----------|-------------------|-------------|-------------------------|-------------------------|
| | YOCTA | ANORY | DEG DY | RW18 |
| | 3200 | 3000 | 2300 | |
| | 184° | | 3.05° | |
| | Procedure Turn NA | | TCH 55 | |
| | 3 NM | 3.1 NM | 6 NM | |
| CATEGORY | A | B | C | D |
| LNAV MDA | 980-1 | 661 (700-1) | 980-1¾ 661 (700-1¾) | 980-2 661 (700-2) |
| CIRCLING | 1000-1 | 656 (700-1) | 1000-1¾ 656 (700-1¾) | 1120-2½ 776 (800-2½) |



| | | |
|--|------------------------|---|
| WAAS CH 97412 W36A | APP CRS 004° | Rwy Idg 5151 TDZE 343 Apt Elev 344 |
|--|------------------------|---|

RNAV (GPS) RWY 36

READING RGNL / CARLA SPAATZ FIELD (RDG)

 Straight-in minimums NA at night. Inoperative table does not apply.
 Baro-VNAV NA when using Harrisburg Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility $\frac{1}{4}$ mile; Increase LNAV/VNAV DA to 923 feet and visibility $\frac{1}{4}$ mile. Increase all MDA 100 feet and LNAV Cats C and D visibility $\frac{1}{4}$ mile and Circling Cat B and D visibility $\frac{1}{4}$ mile. Cat C visibility $\frac{1}{2}$ mile.

MALSF



MISSED APPROACH: Climb to 3000 direct YEWSU and via 303° track to DUMMR and hold, continue climb-in-hold to 3000.

| | | | | |
|----------------------|--|--|-------------------------|-------------------------|
| ATIS 127.1 | READING APP CON ★ 125.15 257.9 | READING TOWER ★ 119.9 (CTAF) 0 288.3 | GND CON 121.9 | UNICOM 122.95 |
|----------------------|--|--|-------------------------|-------------------------|

MISSED APCH FIX



DUMMR

Procedure NA for arrival
on ETX VOR/DME airway
radials 234 CW 260.

EAST TEXAS
FTX

MSA RW 36 25 NM

3100

Procedure NA for arrival
on LRP VORTAC airway
radials 030 CW 104.

Procedure NA for arrival
on PTW VORTAC airway
radials 231 CW 287.

(IAF)
POTTSTOWN
PTW

Procedure NA for arrival
on MXE VORTAC airway
radials 283 CW 025.

| | |
|------|-----|
| ELEV | 344 |
|------|-----|

| | | | | | | | | | |
|--------------|--|-----------------------|--|---------------|--|--------------------------|--|-------------------------------|--|
| 3000 | | YEWSU | | 303° trk | | DUMMR | | HUMEL 4 NM Holding Pattern | |
| * LNAV only | | VISBY 2 NM to RW36 | | SROKA 1900 | | 184° → ← 004° 2700 | | GS 3.00° TCH 40 | |
| | | 2 NM | | 2.7 NM | | 6.1 NM | | | |
| CATEGORY | | A | | B | | C | | D | |
| LPV DA | | 622-1 | | 279 (300-1) | | | | | |
| LNAV/VNAV DA | | 830-1¾ | | 487 (500-1¾) | | | | | |
| LNAV MDA | | 740-1 | | 397 (400-1) | | | | 740-1¾ 397 (400-1¾) | |
| CIRCLING | | 1000-1 | | 656 (700-1) | | 1000-1¾ 656 (700-1¾) | | 1120-2½ 776 (800-2½) | |

LOC I-RVL

109.3

APP CRS

059°

Rwy Idg

5001

TDZE

819

Apt Elev

819

▼

NA

Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use State College altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 via heading 147° and RAV VORTAC R-290 to HERDA INT/RAV 30 DME and hold.

AWOS-3

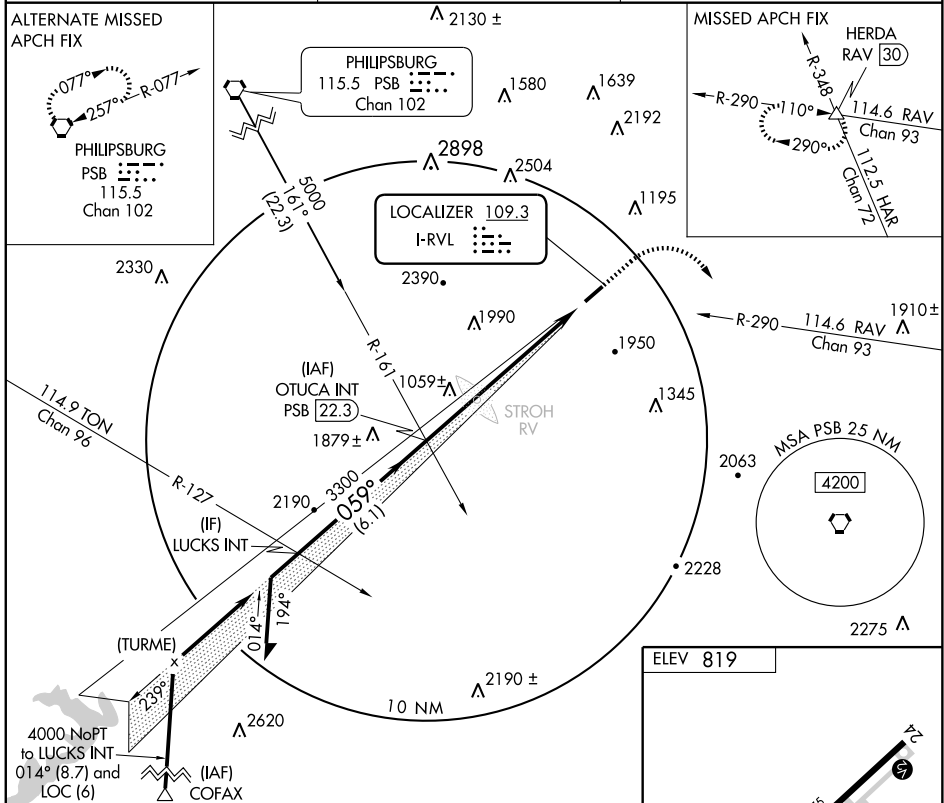
123.85

NEW YORK CENTER

134.8 338.3

UNICOM

122.7 (CTAF) 0



| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 5001 |
| 059° | TDZE | 819 |
| | Apt Elev | 819 |

RNAV (GPS) RWY 6

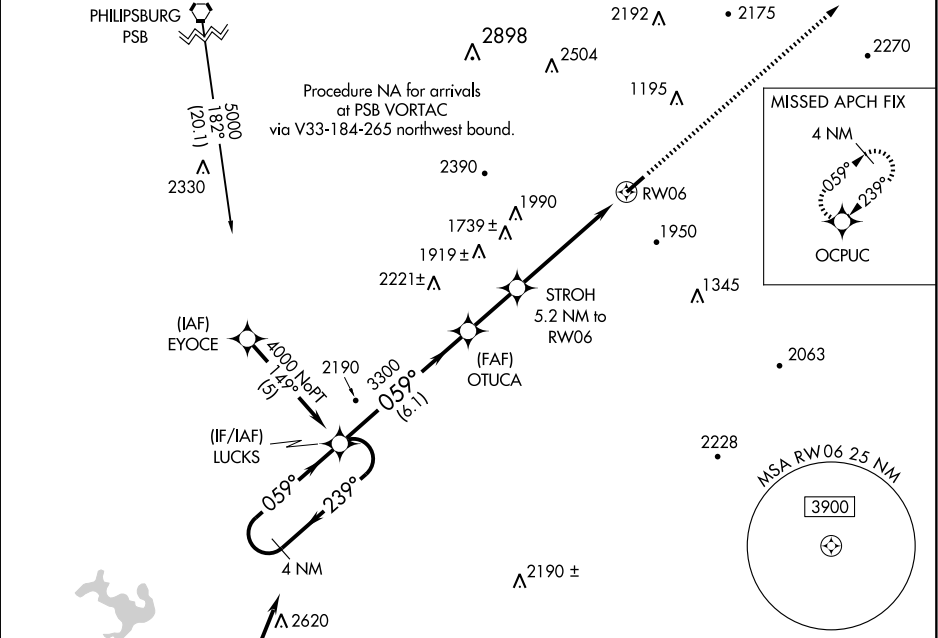
REEDSVILLE/MIFFLIN COUNTY (RVL)

NA

Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use State College altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct OCPUC and hold.

| | | |
|------------------|--------------------------------|--------------------------|
| AWOS-3 123.85 | NEW YORK CENTER 134.8 338.3 | UNICOM 122.7 (CTAF) 0 |
|------------------|--------------------------------|--------------------------|



| | | | | |
|---------------------------------------|--------------------------|--------------------------|------------------------|-------------------------|
| ELEV 819 | | | | |
| | | | | |
| CATEGORY | A | B | C | D |
| RNAV MDA | 1800-1¼ 981 (1000-1¼) | 1800-1½ 981 (1000-1½) | 1800-3 981 (1000-3) | |
| CIRCLING | 1800-1¼ 981 (1000-1¼) | 1800-1½ 981 (1000-1½) | 1800-3 981 (1000-3) | 2360-3 1541 (1600-3) |
| REIL Rwy 6 and 24 0 MRL Rwy 6-24 0 | | | | |

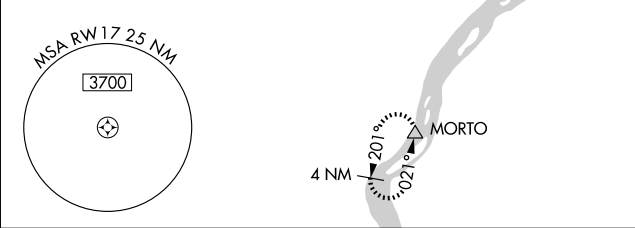
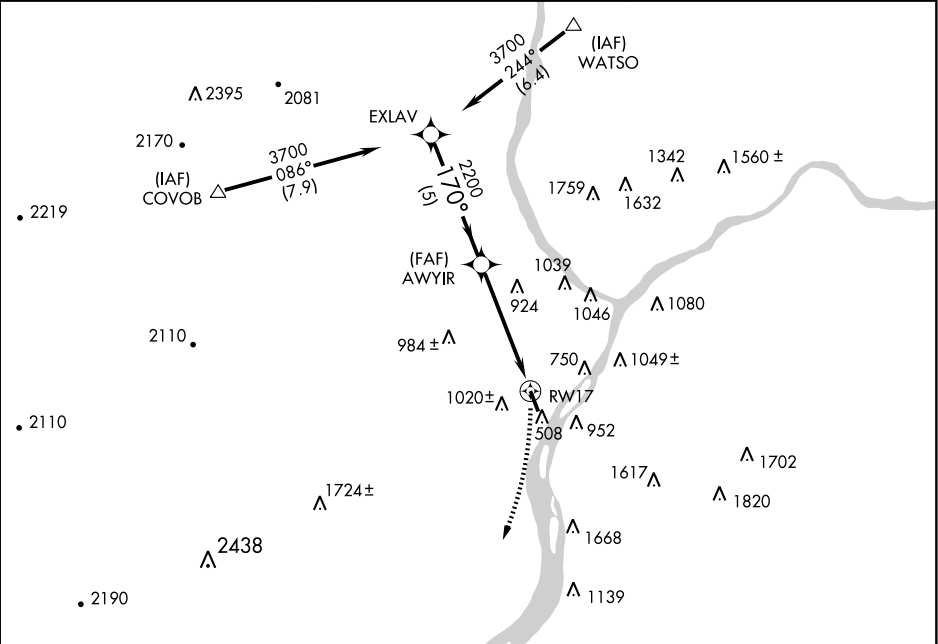
RNAV (GPS)-B

SELINGSGROVE/PENN VALLEY (SEG)

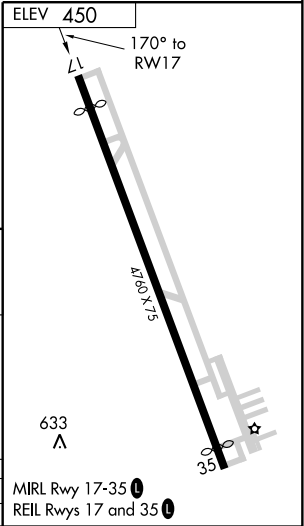
| | | |
|---------|----------|-----|
| APP CRS | Rwy Idg | N/A |
| 170° | TDZE | N/A |
| | Apt Elev | 450 |

| | | |
|--|---------------------|---|
| <div><div>▼</div><div>▲ NA</div></div> | DME/DME RNP-0.3 NA. | MISSED APPROACH: Climbing right turn to 4000 direct MORTO and hold. |
|--|---------------------|---|

| | | |
|-----------------|-------------------------------------|--------------------------|
| ASOS 123.975 | HARRISBURG APP CON 118.25 269.45 | UNICOM 122.7 (CTAF) 0 |
|-----------------|-------------------------------------|--------------------------|



| | | | | |
|----------|------------|------------------|----|---|
| | | | | |
| CATEGORY | A | B | C | D |
| CIRCLING | 1400-1 1/4 | 950 (1000-1 1/4) | NA | |

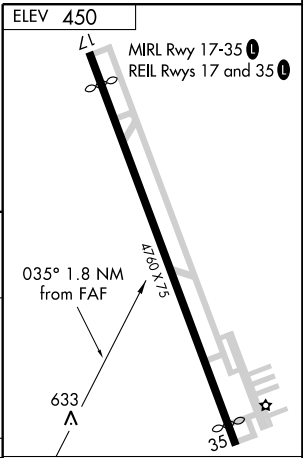
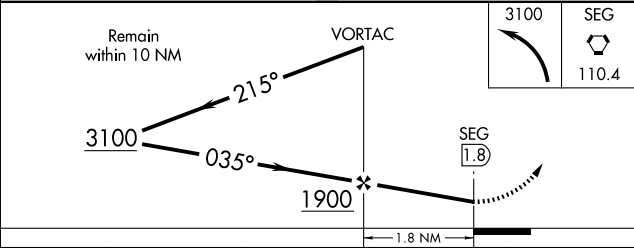
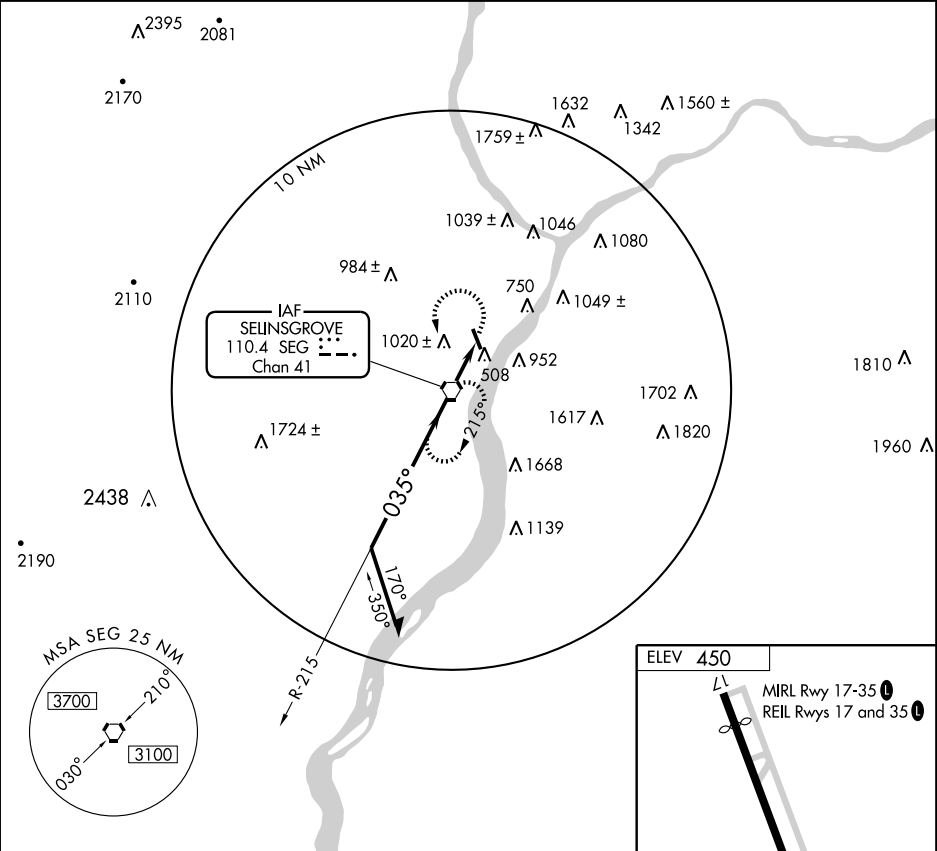


| | | |
|--|------------------------|---|
| VORTAC SEG 110.4 Chan 41 | APP CRS 035° | Rwy Idg TDZE Apt Elev N/A N/A 450 |
|--|------------------------|---|

SELINGSGROVE/PENN VALLEY (SEG)

| | |
|---|--|
|  NA | MISSED APPROACH: Climbing left turn to 3100 direct SEG VORTAC and hold. |
|---|--|

| | | |
|------------------------|--|--|
| ASOS 123.975 | HARRISBURG APP CON 118.25 269.45 | UNICOM 122.7 (CTAF) 0 |
|------------------------|--|--|



| CATEGORY | A | B | C | D | FAF to MAP 1.8 NM | | | | | |
|----------|---------|---------------|----|----|-------------------|------|------|------|------|------|
| CIRCLING | 1400-1¼ | 950 (1000-1¼) | NA | NA | Knots | 60 | 90 | 120 | 150 | 180 |
| | | | | | Min:Sec | 1:48 | 1:12 | 0:54 | 0:43 | 0:36 |

| | | | |
|------------|---------|----------|------|
| VORTAC IHD | APP CRS | Rwy Idg | 3045 |
| 108.2 | 044° | TDZE | N/A |
| Chan 19 | | Apt Elev | 2907 |

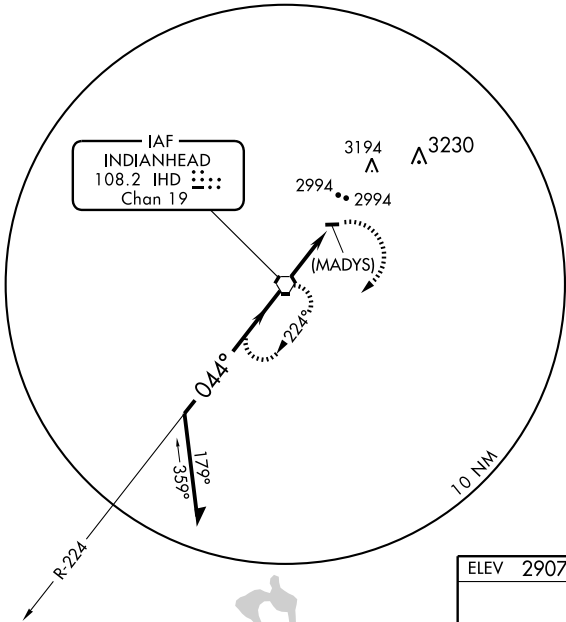
VOR or GPS-A
SEVEN SPRINGS (7SP)

▼ Use Johnstown altimeter setting; when not available,
▲ NA use Morgantown altimeter setting minimums.

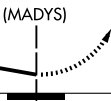
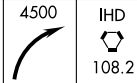
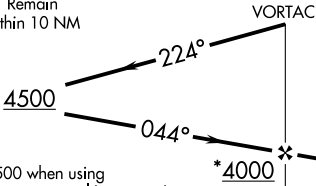
MISSED APPROACH: Climbing right turn to 4500 direct
IHD VORTAC and hold.

CLEVELAND CENTER
124.4 327.1

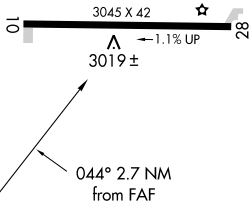
CTAF 0
122.9



Remain
within 10 NM



ELEV 2907



| CATEGORY | A | B | C | D |
|---------------------------------------|--------|---------------|-------------------------|----|
| CIRCLING | 3540-1 | 636 (700-1) | 3540-1¾ 636 (700-1¾) | NA |
| MORGANTOWN ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 4420-3 | 1516 (1600-3) | | NA |

| | | | | | |
|-----------------|-------------------|------|------|------|------|
| MRL Rwy 10-28 0 | FAF to MAP 2.7 NM | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:42 | 1:48 | 1:21 | 1:05 | 0:54 |

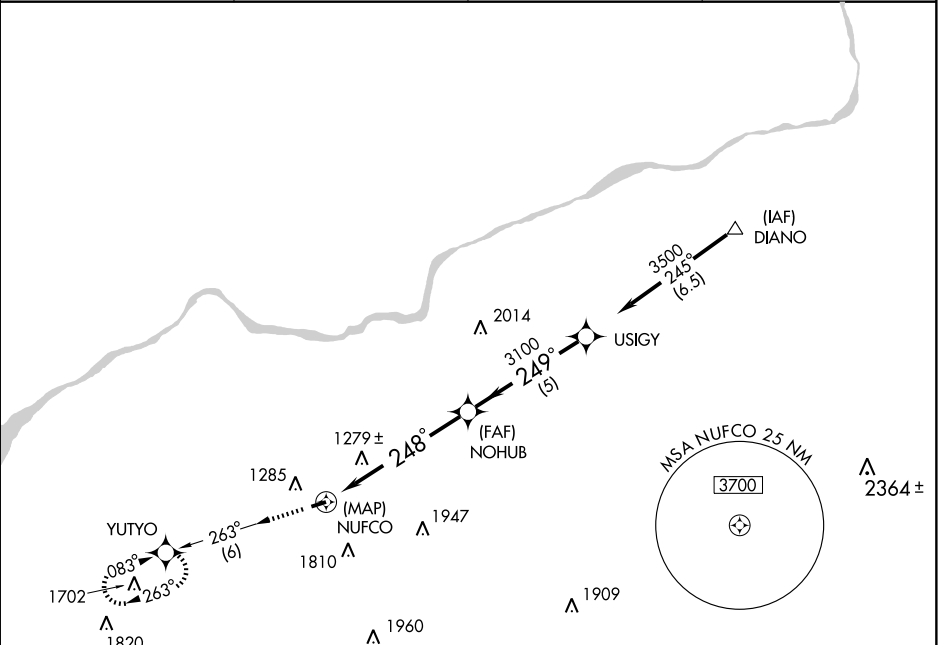
GPS RWY 26

SHAMOKIN/ NORTHUMBERLAND COUNTY (N79)

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 3297 |
| 248° | TDZE | 881 |
| | Apt Elev | 881 |

| | |
|--|--|
| <div><div>▼</div><div>▲ NA</div></div> | MISSED APPROACH: Climb to 3000 via 263° course to YUTYO WP and hold. |
|--|--|

| | | | |
|-------------------|-------------------------------------|------------------------|---------|
| AWOS-3 119.175 | HARRISBURG APP CON 118.25 269.45 | UNICOM 122.8 (CTAF) | 121.8 0 |
|-------------------|-------------------------------------|------------------------|---------|



3000

YUTYO

CRS 263°

NOHUB

USIGY

3500

Procedure Turn NA

NUFECO

248°

3100

249°

248° to NUFECO

26

TDZE 881

6 NM

5 NM

| CATEGORY | A | B | C | D |
|----------|--------------------------|--------------------------|-------------------------|----|
| S-26 | 1540-1 659 (700-1) | | 1540-1¾ 659 (700-1¾) | NA |
| CIRCLING | 1840-1¾ 959 (1000-1¾) | 1880-1½ 999 (1000-1½) | 1900-3 1019 (1100-3) | NA |

MIRL Rwy 8-26 0

REIL Rwys 8 and 26

ELEV 881


3297 X 75

0.9% UP

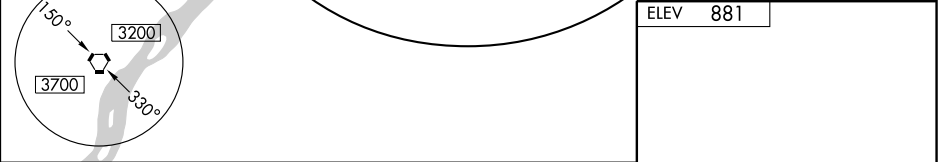
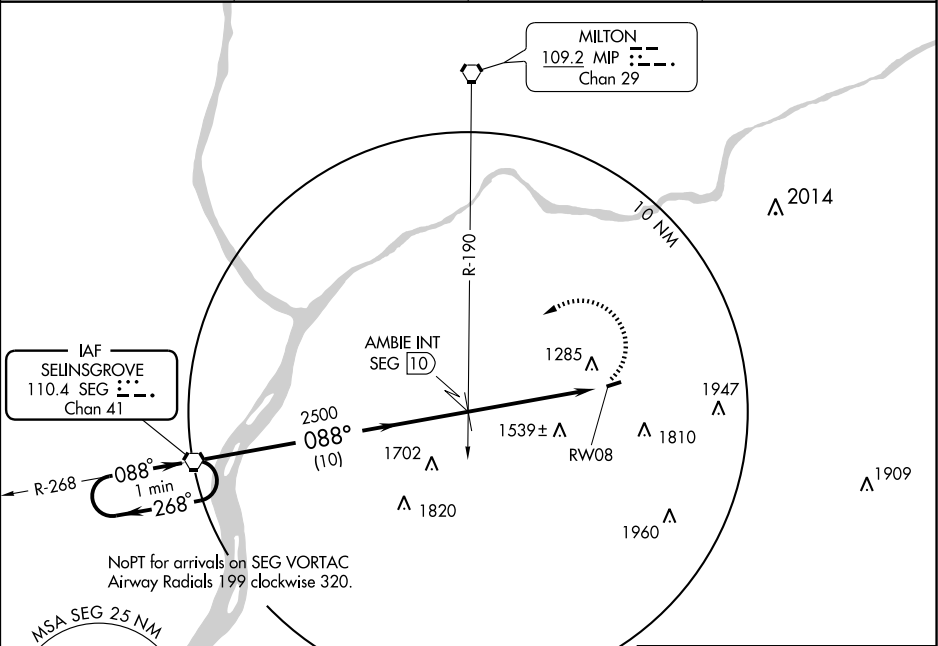
| | | | |
|------------|---------|----------|------|
| VORTAC SEG | APP CRS | Rwy Idg | 3297 |
| 110.4 | 088° | TDZE | 879 |
| Chan 41 | | Apt Elev | 881 |

VOR or GPS RWY 8

SHAMOKIN/ NORTHUMBERLAND COUNTY (N79)

| | |
|---|---|
|  NA | MISSED APPROACH: Climbing left turn to 4000 direct SEG VORTAC and hold. |
|---|---|

| | | | |
|-------------------|-------------------------------------|------------------------|---------|
| AWOS-3 119.175 | HARRISBURG APP CON 118.25 269.45 | UNICOM 122.8 (CTAF) | 121.8 0 |
|-------------------|-------------------------------------|------------------------|---------|



| | | | | | | |
|----------------------------|--|--|--|--|----------------------------------|--|
| One Minute Holding Pattern | | | | | ELEV 881 | |
| VORTAC | | | | | SEG 110.4 | |
| 4000 ← 268° 088° → 3500 | | | | | TDZE 879 | |
| 2500 | | | | | 088° 5.1 NM from FAF | |
| 10 NM | | | | | MIRL Rwy 8-26 | |
| CATEGORY | | | | | REIL Rwy 8 and 26 | |
| S-8 | | | | | FAF to MAP 5.1 NM | |
| CIRCLING | | | | | Knots 60 90 120 150 180 | |
| | | | | | Min:Sec 5:06 3:24 2:33 2:02 1:42 | |

| | | | |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-SOZ 108.7 | APP CRS 246° | Rwy Idg TDZE Apt Elev | 5002 2240 2275 |
|---------------------------|------------------------|-----------------------------|---|

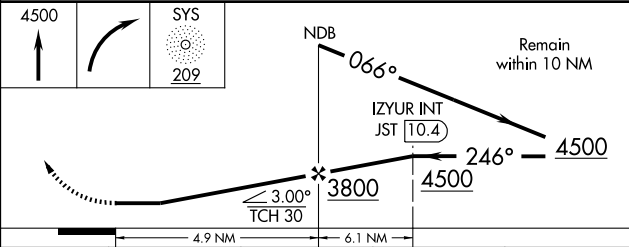
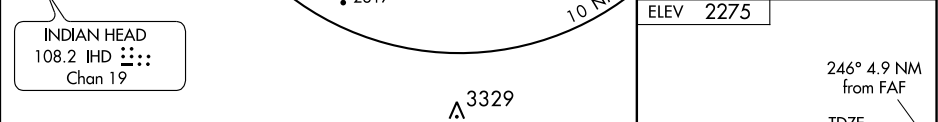
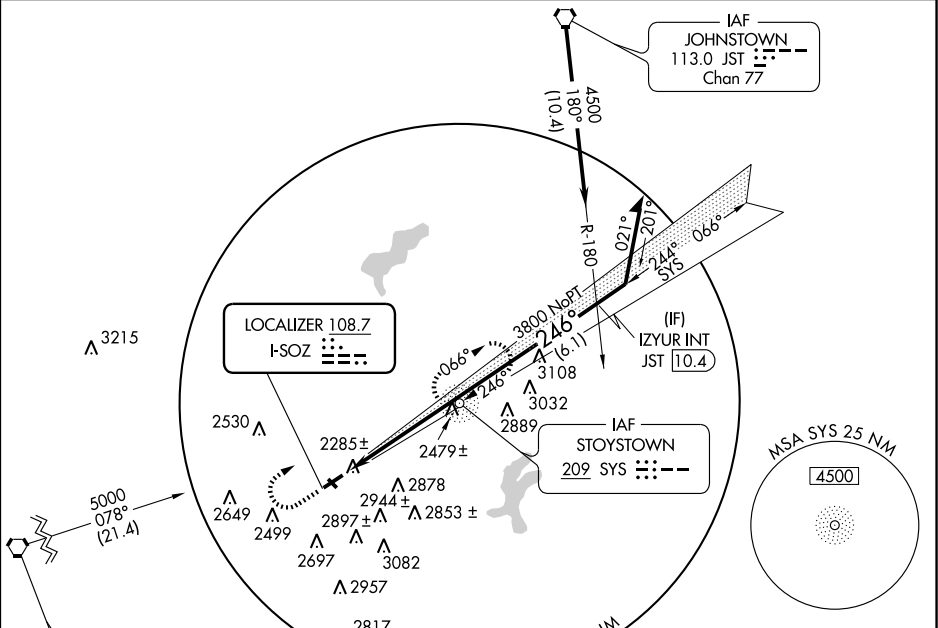
LOC/NDB RWY 25
SOMERSET COUNTY (2G9)

▼
▲ NA

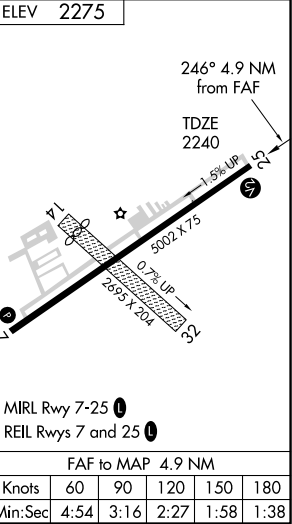
When local altimeter setting not received, use Johnstown altimeter setting and increase all MDAs 60 feet, increase S-25 Cat C and D visibility ¼ mile, and circling Cat C visibility ¼ mile.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4500 then right turn direct SYS NDB and hold.

| | | |
|------------------------|--|---------------------------------|
| AWOS-3 133.8 | CLEVELAND CENTER 124.4 327.1 | UNICOM 122.8 (CTAF) 0 |
|------------------------|--|---------------------------------|



| CATEGORY | A | B | C | D |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|
| S-25 | 2700-1 460 (500-1) | 2700-1½ 460 (500-1½) | 2700-1¼ 460 (500-1¼) | 2700-1½ 460 (500-1½) |
| CIRCLING | 2820-1 545 (600-1) | 2860-1 585 (600-1) | 2940-1¾ 665 (700-1¾) | 3300-3 1025 (1100-3) |



NDB RWY 25
SOMERSET COUNTY (2G9)

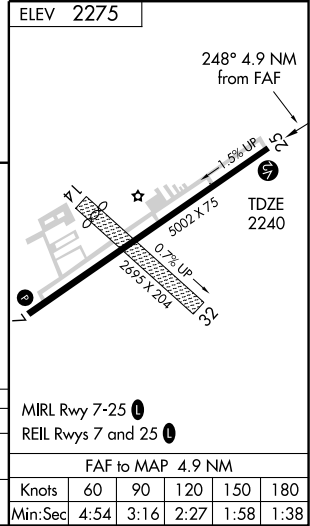
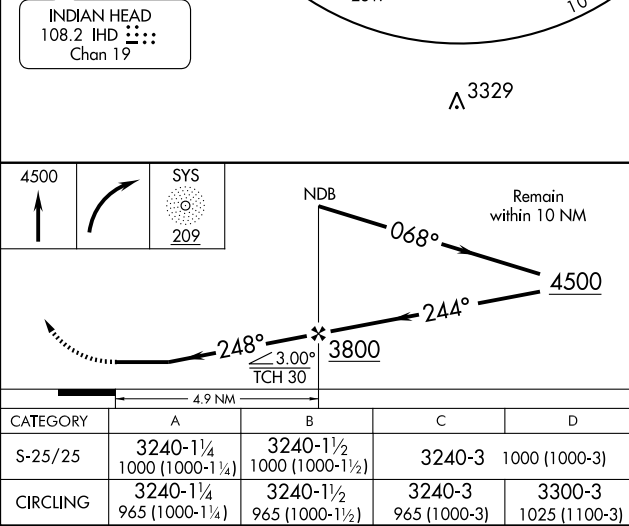
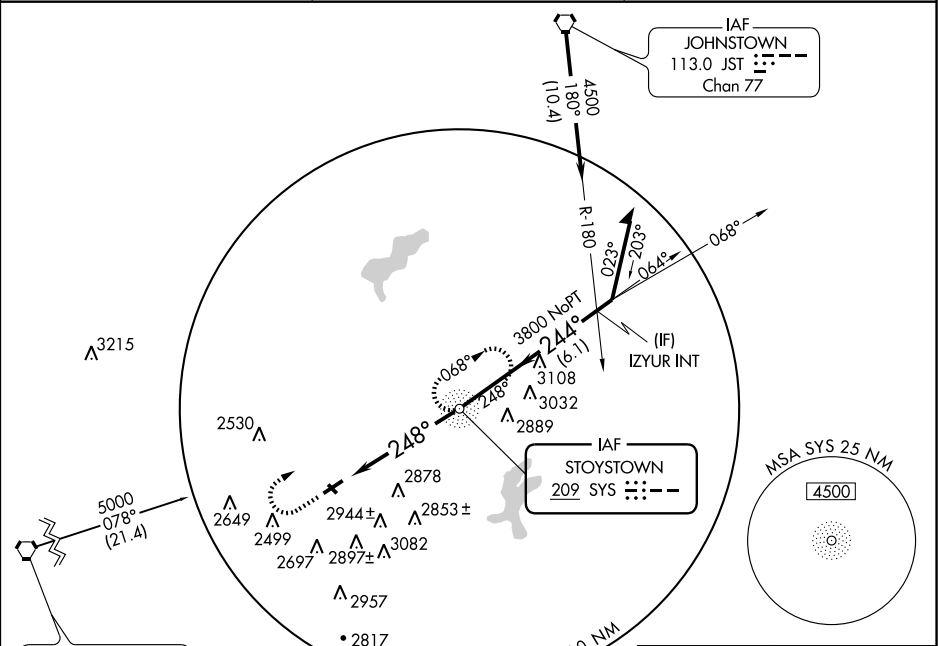
| | | | |
|---------|---------|----------|------|
| NDB SYS | APP CRS | Rwy Idg | 5002 |
| 209 | 248° | TDZE | 2240 |
| | | Apt Elev | 2275 |

▼ When local altimeter setting not received, use Johnstown altimeter setting and increase all MDAs 60 feet.

▲ NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4500 then right turn direct SYS NDB and hold.

| | | |
|-----------------|---------------------------------|---------------------------------|
| AWOS-3 133.8 | CLEVELAND CENTER 124.4 327.1 | UNICOM 122.8 (CTAF) 1 |
|-----------------|---------------------------------|---------------------------------|



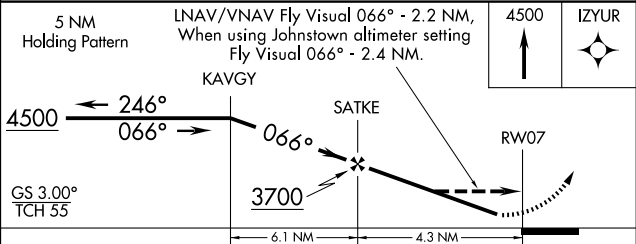
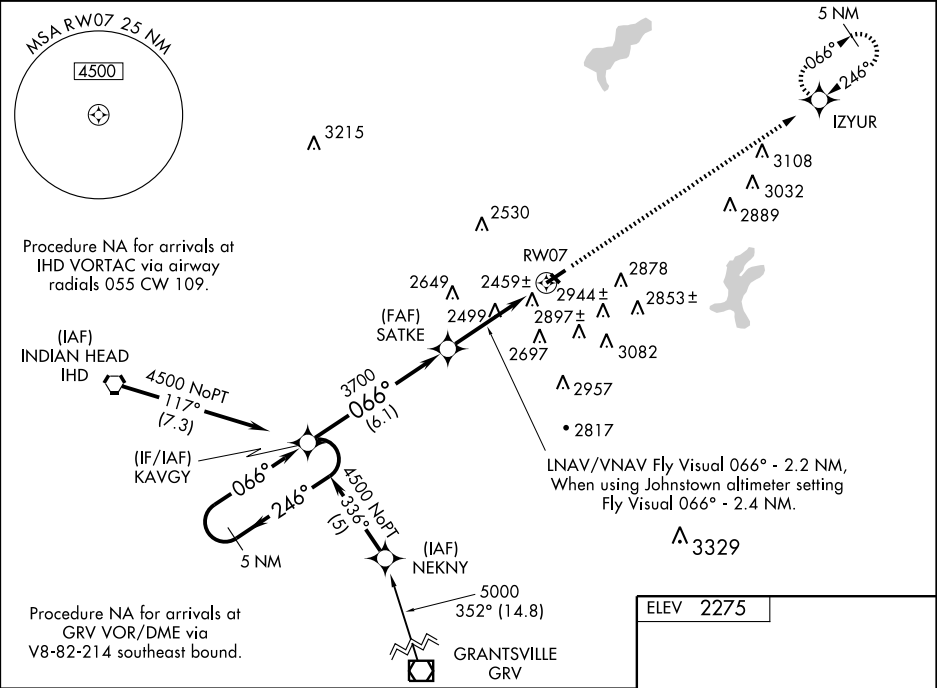
RNAV (GPS) RWY 7
SOMERSET COUNTY (2G9)

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 66005 W07A | APP CRS 066° | Rwy Idg TDZE Apt Elev | 5002 2275 2275 |
|--|------------------------|-----------------------------|---|

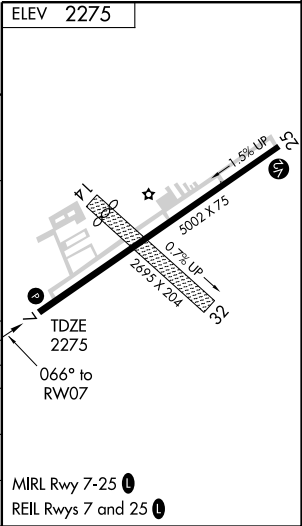
When local altimeter setting not received, use Johnstown altimeter setting and increase all DAs/MDAs 60 feet, LNAV/VNAV Cat C and D visibility ¼ mile, LNAV Cat C and D visibility ½ mile, and Circling Cat C visibility ½ mile. Baro-VNAV NA when using Johnstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 4500 direct
IZYUR and hold.

| | | |
|------------------------|--|---------------------------------|
| AWOS-3 133.8 | CLEVELAND CENTER 124.4 327.1 | UNICOM 122.8 (CTAF) 0 |
|------------------------|--|---------------------------------|



| CATEGORY | A | B | C | D |
|--------------|--------------------|------------------------|------------------------|---|
| LPV DA | 2525-1 250 (300-1) | | | |
| LNAV/VNAV DA | 3029-2 754 (800-2) | 3029-2 ¼ 754 (800-2 ¼) | 3029-2 ½ 754 (800-2 ½) | |
| LNAV MDA | 2900-1 625 (700-1) | 2900-1 ¾ 625 (700-1 ¾) | 2900-2 625 (700-2) | |
| CIRCLING | 2900-1 625 (700-1) | 2940-1 ¾ 665 (700-1 ¾) | 3300-3 1025 (1100-3) | |



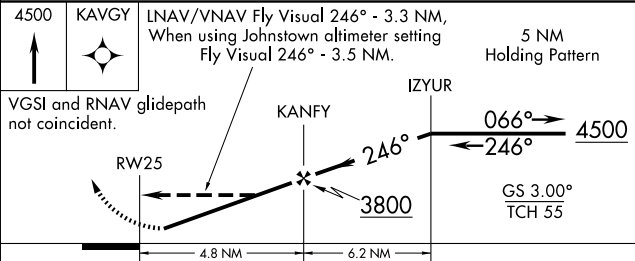
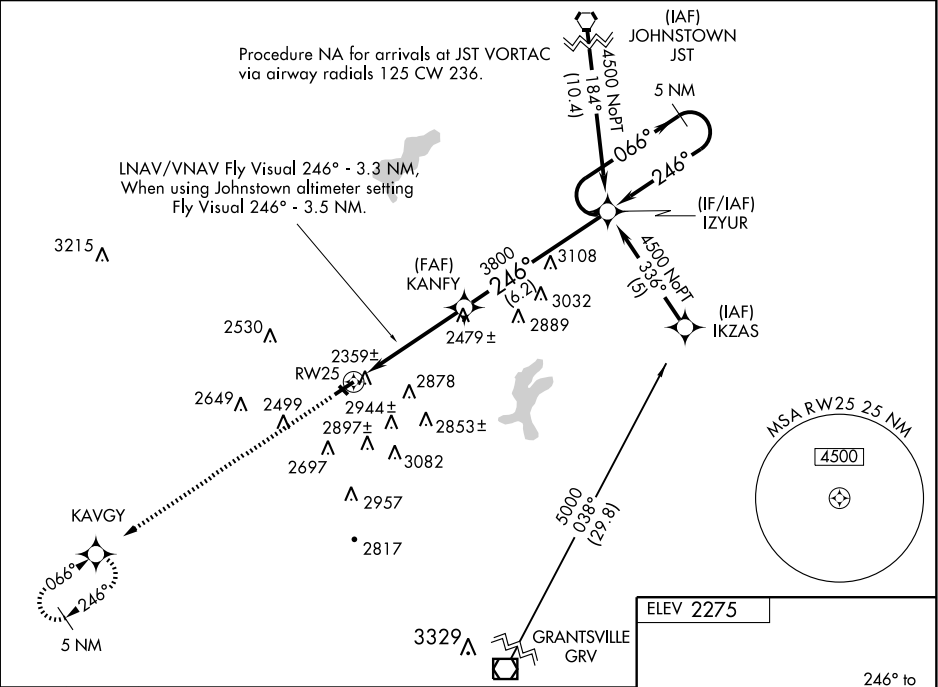
| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 82205 W25A | APP CRS 246° | Rwy Idg TDZE Apt Elev | 5002 2240 2275 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 25
SOMERSET COUNTY (2G9)

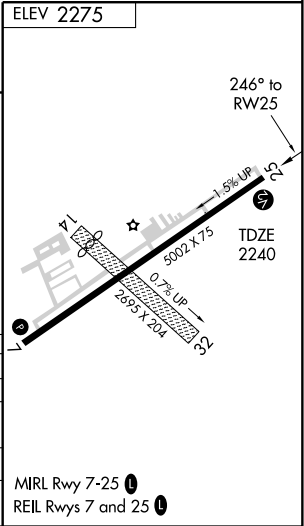
When local altimeter setting not received, use Johnstown altimeter setting and increase all DAs/MDAs 60 feet, LPV all Cats visibility ¼ mile, LNAV Cat D visibility ¼ mile, and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Johnstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 4500 direct
KAVGY and hold.

| | | |
|------------------------|--|---------------------------------|
| AWOS-3 133.8 | CLEVELAND CENTER 124.4 327.1 | UNICOM 122.8 (CTAF) 1 |
|------------------------|--|---------------------------------|



| CATEGORY | A | B | C | D |
|--------------|----------------------|----------------------|----------------------|----------------------|
| LPV DA | 2490-1 250 (300-1) | | | |
| LNAV/VNAV DA | 3305-2 1065 (1100-2) | 3305-3 1065 (1100-3) | | |
| LNAV MDA | 2660-1 420 (400-1) | 2660-1¼ 420 (400-1¼) | | |
| CIRCLING | 2820-1 545 (600-1) | 2860-1 585 (600-1) | 2940-1¾ 665 (700-1¾) | 3300-3 1025 (1100-3) |



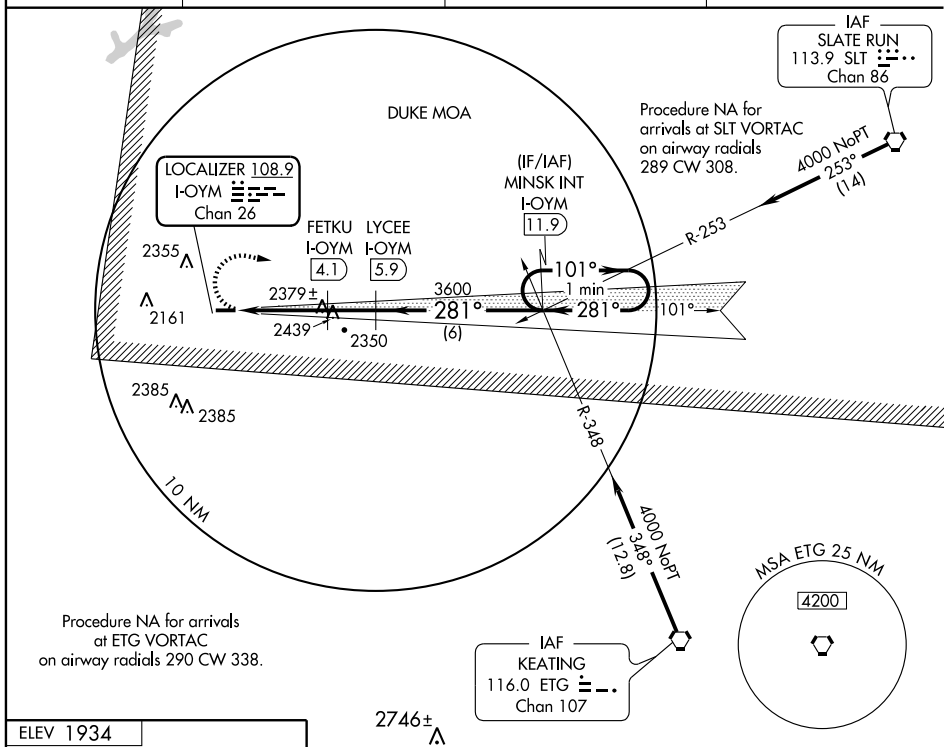
LOC/DME RWY 28
ST. MARYS MUNI (OYM)

ST. MARYS MUNI (OYM)

MALS



MISSED APPROACH: Climbing right turn to 4000 via I-OYM east course to MINSK INT/11.9 DME and hold.

UNICOM
122.7 (CTAF) **L**

NE-4. 22 OCT 2009 to 19 NOV 2009

ELEV 1934

MIRL Rwy 10-28 **L**

The diagram illustrates a flight path profile with the following details:

- Altitude:** Starts at 4000 ft, descends to 3060 ft, ascends to 3600 ft, and levels off at 4000 ft.
- Speed:** Indicated by numbers in boxes: 0.8, 4.1, 5.9, and 11.9.
- Waypoints:** I-OYM (0.8), FETKU (4.1), LYCEE (5.9), and MINSK INT (11.9).
- Angles:** A 3.10° climb angle and a 281° heading change.
- Distances:** 3.3 NM, 1.7 NM, and 6 NM segments.
- Heading:** Changes from 281° to 101°.

| CATEGORY | A | B | C | D |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|
| S-28 | 2740-1 806 (900-1) | 2740-1¼ 806 (900-1¼) | 2740-2¼ 806 (900-2¼) | 2740-2½ 806 (900-2½) |
| CIRCLING | 2740-1 806 (900-1) | 2740-1¼ 806 (900-1¼) | 2740-2¼ 806 (900-2¼) | 2800-2¾ 866 (900-2¾) |

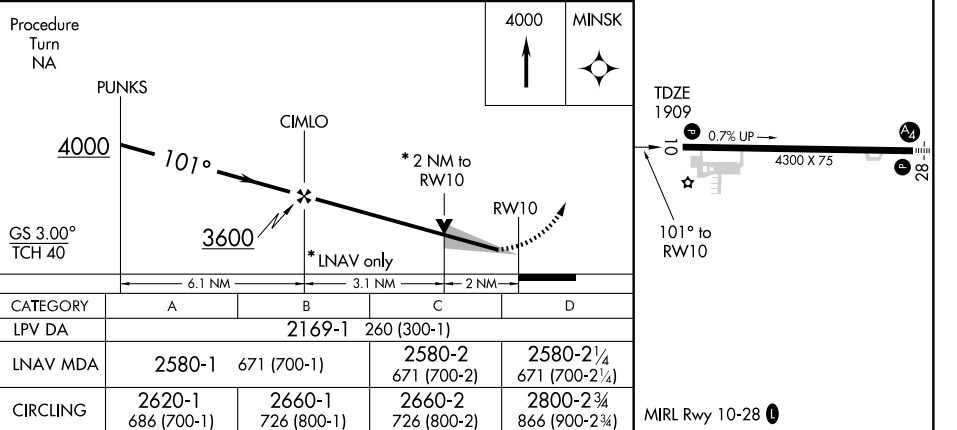
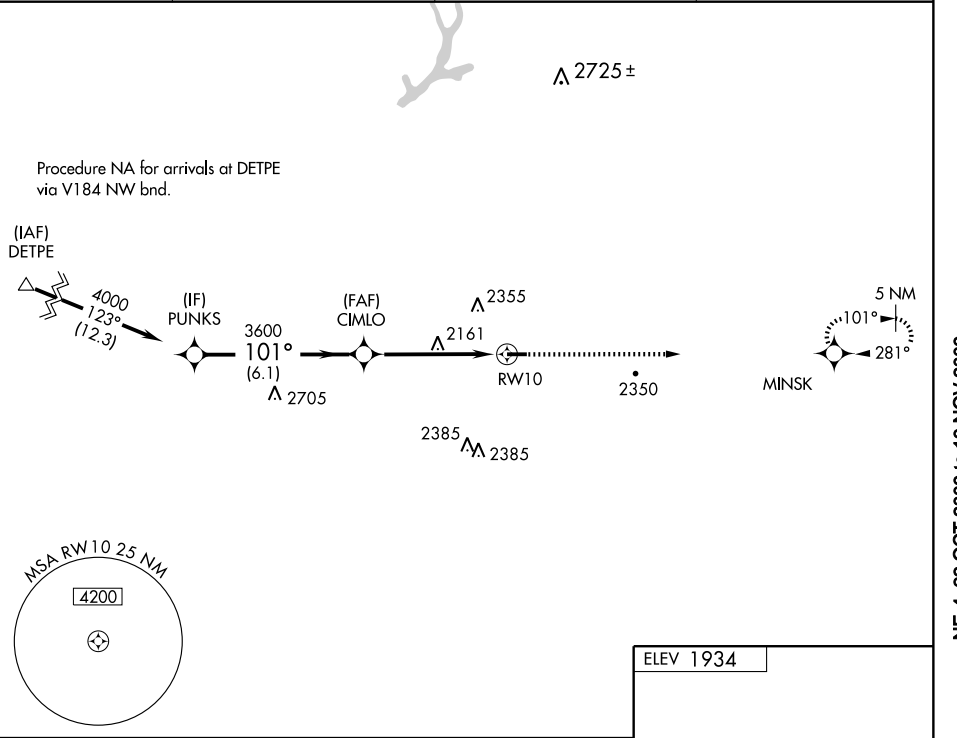
▼

▲ NA

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Bradford altimeter setting and increase DA to 2394 feet and increase all MDAs 240 feet. VDP NA when using Bradford altimeter setting.

MISSED APPROACH: Climb to 4000 direct MINSK and hold.

| | | | |
|------------------|------------------------------------|---------------------------|--------------------------|
| AWOS-3 118.05 | CLEVELAND CENTER 124.325 353.85 | ALTOONA CLNC DEL 121.3 | UNICOM 122.7 (CTAF) 0 |
|------------------|------------------------------------|---------------------------|--------------------------|



| | | |
|--|------------------------|---|
| WAAS CH 82302 W28A | APP CRS 281° | Rwy Idg 4300 TDZE 1934 Apt Elev 1934 |
|--|------------------------|---|

RNAV (GPS) RWY 28

ST. MARY'S MUNI (OYM)

▼ DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV all Cats or LNAV Cat C. VDP NA when using Bradford altimeter setting.

▲ NA If local altimeter not received, use Bradford altimeter setting and increase DA to 2417 and all MDAs 240 feet.

MALS



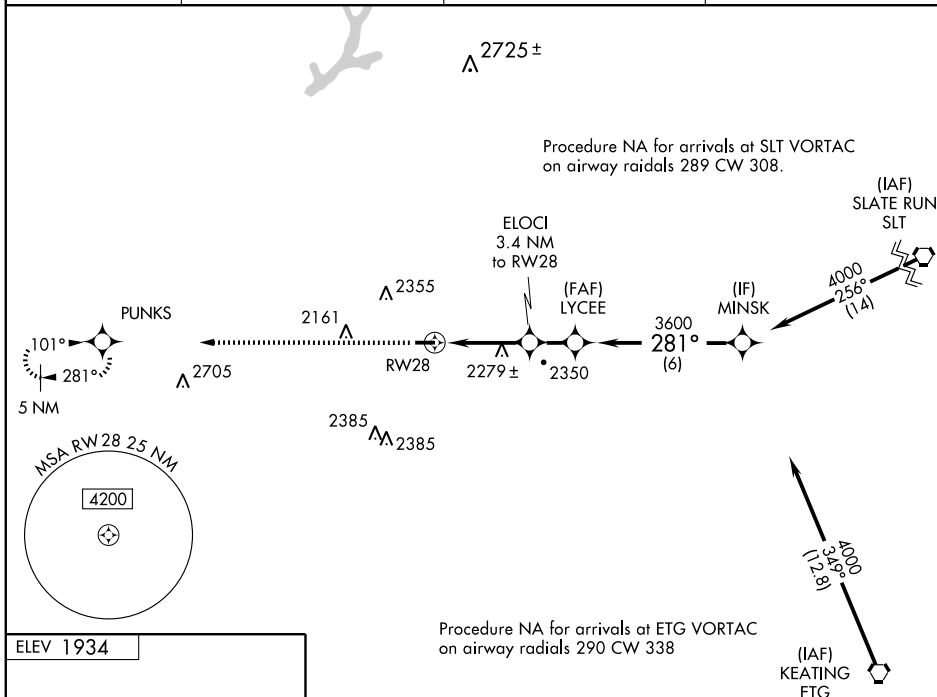
MISSED APPROACH: Climb to 4000
direct PUNKS and hold.

AWOS-3
118.05

CLEVELAND CENTER
124.325 353.85

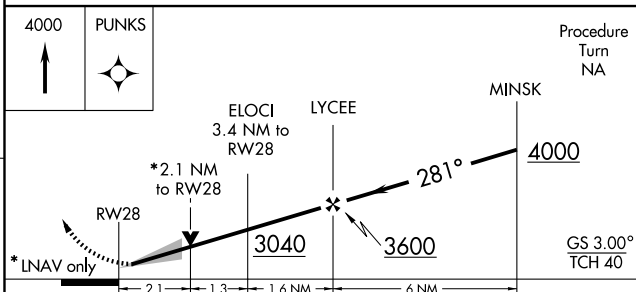
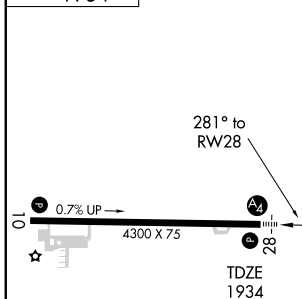
ALTOONA CLNC DEL

121.3

UNICOM
122.7 (CTAF) **L**

NE-4. 22 OCT 2009 to 19 NOV 2009

ELEV 1934



| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|-----------------------|-------------------------|
| LPV DA | 2194-1 | | 260 (300-1) | |
| LNAV MDA | 2640-¾ | 706 (800-¾) | 2640-2 706 (800-2) | 2640-2¼ 706 (800-2¼) |
| CIRCLING | 2640-1 706 (800-1) | 2660-1 726 (800-1) | 2660-2 726 (800-2) | 2800-2¾ 866 (900-2¾) |

MIRL Rwy 10-28 **L**

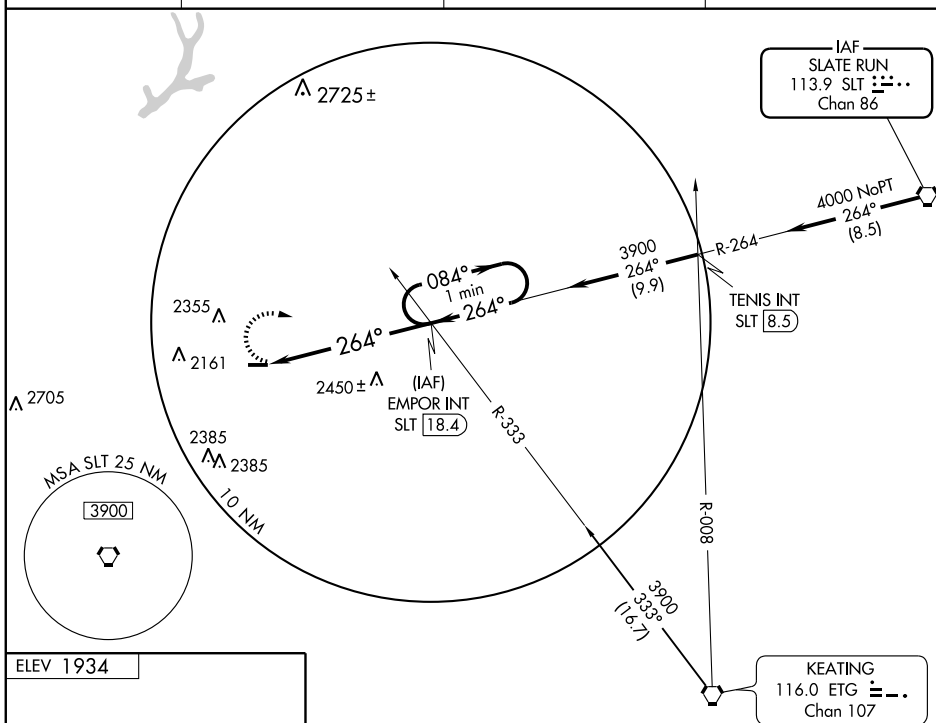
VOR RWY 28
ST. MARYS MUNI (OYM)

MALS

A_4

MISSED APPROACH: Climbing right turn to 3900
via SLT R-264 to EMPOR Int/18.4 DME and hold.

CLEVELAND CENTER
124.325 353.85

ALTOONA CLNC DEL
121.3UNICOM
122.7 (CTAF) **L**

ELEV 1934

3900
SLT R-264

EMPOR
INT

EMPOR INT
SLT 18.4)

One Minute Holding Pattern

SLT
24.4
$$\frac{\angle 3.00^\circ}{\text{TCH } 40}$$

- 6.1 NM

MIRL Rwy 10-28 **L**

FAF to MAP 6.1 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |

| CATEGORY | A | B | C | D |
|----------|---------|--------------|-------------------------|-----------------------|
| S-28 | 2820-1¼ | 886 (900-1¼) | 2820-2¾ 886 (900-2¾) | 2820-3 886 (900-3) |
| CIRCLING | 2820-1¼ | 886 (900-1¼) | 2820-2¾ 886 (900-2¾) | 2820-3 886 (900-3) |

| | | | |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-UNV 111.7 | APP CRS 244° | Rwy Idg TDZE Apt Elev | 6701 1218 1239 |
|---------------------------|------------------------|-----------------------------|---|

ILS or LOC RWY 24

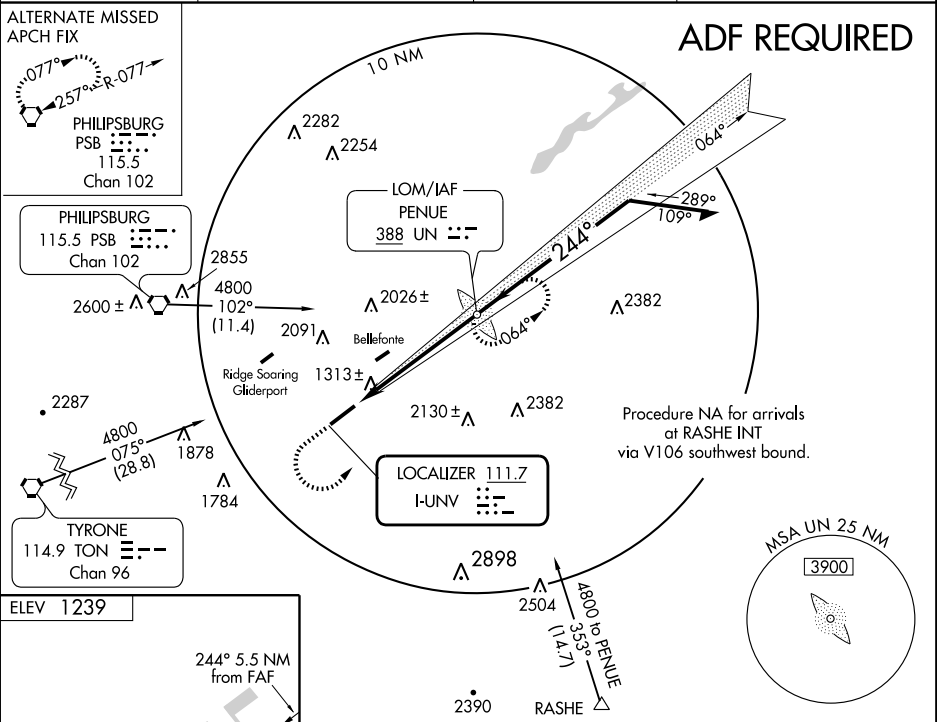
STATE COLLEGE / UNIVERSITY PARK (UNV)

ADF Required. Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase S-ILS DA to 1522 and all MDA 120 feet; increase S-LOC Cats C and D and Circling Cat D visibility ¼ mile. For inoperative MALSR when using Clearfield altimeter setting, increase S-ILS all Cats visibility to 1.

MALSR

MISSED APPROACH: Climb to 2600, then climbing left turn to 4000 direct PENUE LOM and hold.

| | | | |
|-------------------------|---------------------------------------|---------------------------|---------------------------------|
| AWOS-3 127.65 | NEW YORK CENTER 134.8 338.3 | CLNC DEL 118.55 | UNICOM 122.8 (CTAF) 0 |
|-------------------------|---------------------------------------|---------------------------|---------------------------------|



ELEV 1239

244° 5.5 NM from FAF

0.8% UP

TDZE 1218

6701 X 150

REIL Rwy 6 0

HIRL Rwy 6-24 0

FAF to MAP 5.5 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

2600 4000 UN

388

* LOC only.

LOM

3016

064°

244°

3100*

3400

GS 3.00° TCH 55

5.5 NM

| CATEGORY | A | B | C | D |
|----------|--------------------|--------------------|----------------------|--------------------|
| S-ILS 24 | 1418-½ 200 (200-½) | | | |
| S-LOC 24 | 1580-½ 362 (400-½) | | | 1580-¾ 362 (400-¾) |
| CIRCLING | 1640-1 401 (500-1) | 1700-1 461 (500-1) | 1700-1½ 461 (500-1½) | 1800-2 561 (600-2) |

| | | |
|--|------------------------|---|
| WAAS CH 87109 W06A | APP CRS 064° | Rwy Idg 6701 TDZE 1231 Apt Elev 1239 |
|--|------------------------|---|

RNAV (GPS) RWY 6

STATE COLLEGE / UNIVERSITY PARK (UNV)



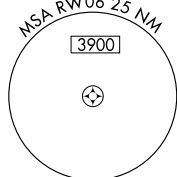
Circling NA NW of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase LPV DA to 1585, LNAV/VNAV DA to 1785, and all MDA 120 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C and D visibility $\frac{1}{2}$ mile; increase Circling Cats C and D visibility $\frac{1}{4}$ mile. VDP and Baro-VNAV NA when using Clearfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 4000 direct
HUXET and hold.

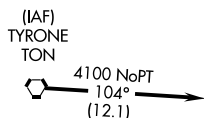
AWOS-3
127.65

NEW YORK CENTER
134.8 338.3

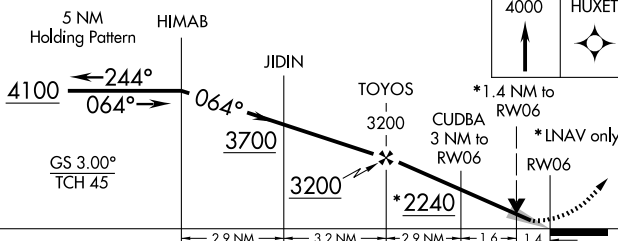
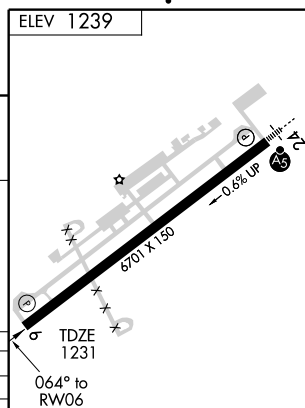
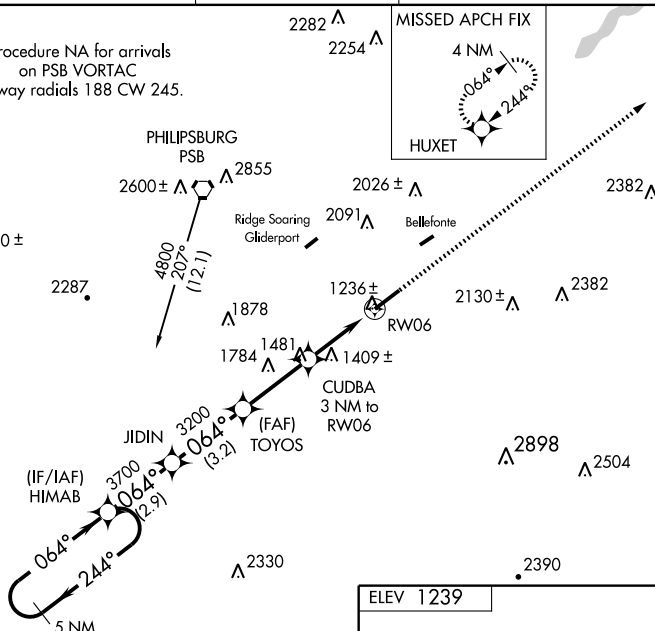
CLNC DEL
118.55

UN|COM
122.8 (CTAF) **L**

Procedure NA for arrivals
on PSB VORTAC
airway radials 188 CW 245.



Procedure NA for arrivals
at TON VORTAC
via V276 westbound.



| CATEGORY | | A | | B | | C | | D | |
|---------------|-----|------------------------------------|-------------|---|--|--|--|---|--|
| LPV | DA | 1481-3 ³ / ₄ | | | | 250 (300-3 ³ / ₄) | | | |
| LNAV/ VNAV | DA | 1681-1 ¹ / ₂ | | | | 450 (500-1 ¹ / ₂) | | | |
| LNAV | MDA | 1720-1 | 489 (500-1) | | 1720-1 ¹ / ₄ 489 (500-1 ³ / ₄) | | 1720-1 ¹ / ₂ 489 (500-1 ¹ / ₂) | | |
| CIRCLING | | 1720-1 | 481 (500-1) | | 1720-1 ¹ / ₂ 481 (500-1 ¹ / ₂) | | 1800-2 561 (600-2) | | |

REIL Rwy 6 **L**
HIRL Rwy 6-24 **L**

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 61309 W24A | APP CRS 244° | Rwy Idg TDZE Apt Elev | 6701 1218 1239 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 24

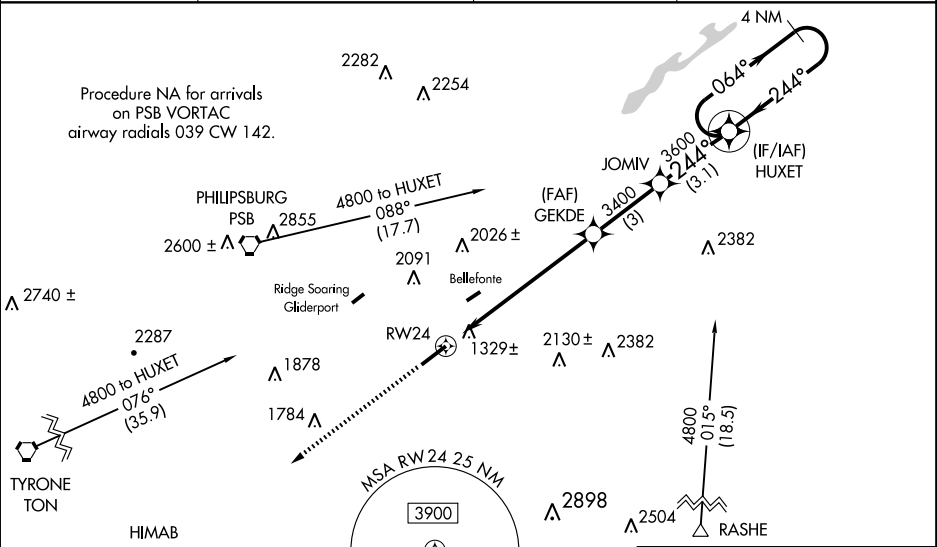
STATE COLLEGE/ UNIVERSITY PARK (UNV)

⚠ Circling NA NW of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase LPV DA to 1522, LNAV/VNAV DA to 1739, and all MDA 120 feet; increase LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cats C and D and Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Clearfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). For inoperative MALSRS, increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSRS when using Clearfield altimeter setting, increase LPV all Cats visibility to 1. DME/DME RNP-0.3 NA.

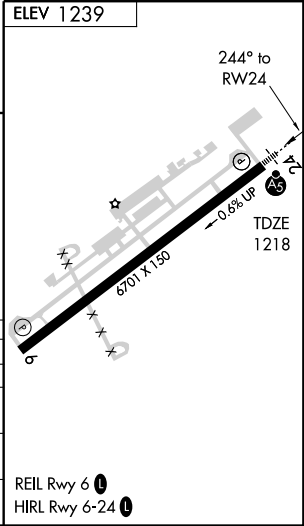
MALSRS

MISSED APPROACH:
Climb to 4100 direct
HIMAB and hold.

| | | | |
|-------------------------|---------------------------------------|---------------------------|-------------------------------|
| AWOS-3 127.65 | NEW YORK CENTER 134.8 338.3 | CLNC DEL 118.55 | UNICOM 122.8 (CTAF) |
|-------------------------|---------------------------------------|---------------------------|-------------------------------|



| | | | | | |
|--------------|--------------------|-------------------|--------------------|------|--------------------|
| 4100 | HIMAB | | | | |
| *LNAV only. | | *1.2 NM to RWY 24 | | | |
| RWY 24 | | RWY 24 | | | |
| 1.2 NM | | 5.4 NM | | 3 NM | |
| 3.1 NM | | 3.1 NM | | | |
| CATEGORY | A | B | C | D | |
| LPV DA | 1418-½ 200 (200-½) | | | | |
| LNAV/VNAV DA | 1635-1 417 (400-1) | | | | |
| LNAV MDA | 1620-½ 402 (400-½) | | 1620-¾ 402 (400-¾) | | 1620-1 402 (400-1) |
| CIRCLING | 1640-1 401 (500-1) | | 1700-1 461 (500-1) | | 1800-2 561 (600-2) |



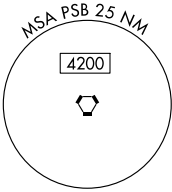
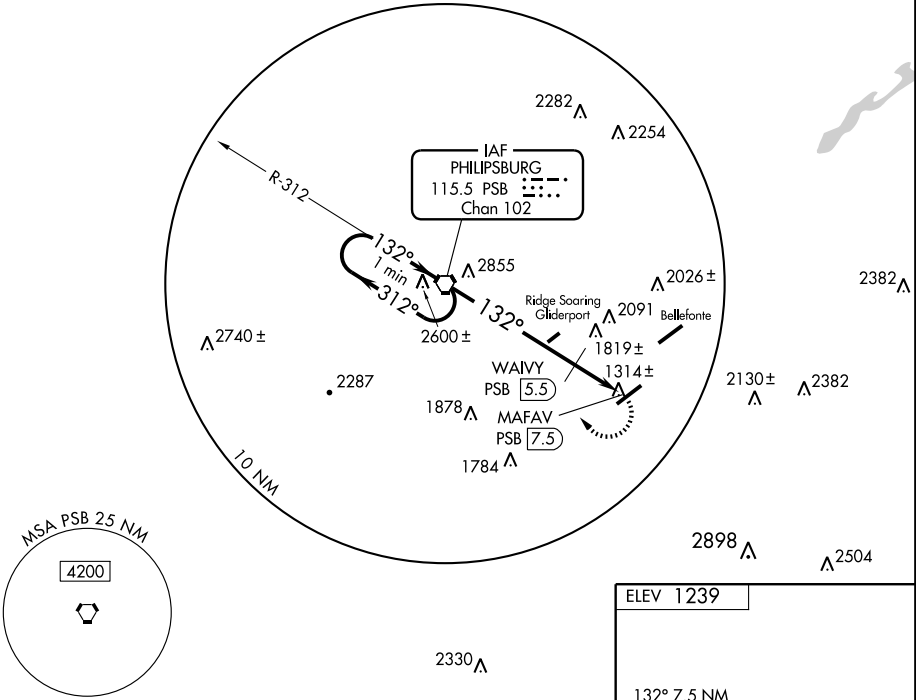
| | | | |
|---------------------------------|-----------------|-----------------------------|--------------------|
| VORTAC PSB 115.5 Chan 102 | APP CRS 132° | Rwy Idg TDZE Apt Elev | N/A N/A 1239 |
|---------------------------------|-----------------|-----------------------------|--------------------|

STATE COLLEGE / UNIVERSITY PARK (UNV)

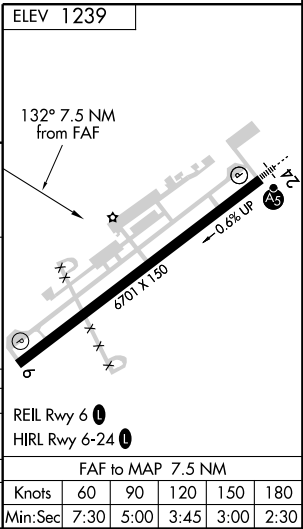
⚠ Circling NA NW of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase all MDA 120 feet; increase WAIVY Fix minimums Cat B visibility ¼ mile and Cats C and D visibility ½ mile.

MISSED APPROACH:
Climbing right turn to 4000
direct PSB VORTAC and hold.

| | | | |
|------------------|--------------------------------|--------------------|---------------------------------|
| AWOS-3 127.65 | NEW YORK CENTER 134.8 338.3 | CLNC DEL 118.55 | UNICOM 122.8 (CTAF) 0 |
|------------------|--------------------------------|--------------------|---------------------------------|



| | | | | |
|--|---------------------------|---------------------------|-------------------------|---------------|
| One Minute Holding Pattern | | | | |
| 4000 ← 312° / 132° → | | | | |
| *2800 when using Clearfield altimeter setting. | | | | |
| VORTAC | | | | |
| WAIVY PSB 5.5, MAFAY PSB 7.5 | | | | |
| *2680 | | | | |
| 5.5 NM, 2 NM | | | | |
| CATEGORY | A | B | C | D |
| CIRCLING | 2680-1¼ 1441 (1500-1¼) | 2680-1½ 1441 (1500-1½) | 2680-3 | 1441 (1500-3) |
| WAIVY FIX MINIMUMS | | | | |
| CIRCLING | 1960-1 721 (800-1) | 1960-2 721 (800-2) | 1960-2¼ 721 (800-2¼) | |



RNAV (GPS)-A

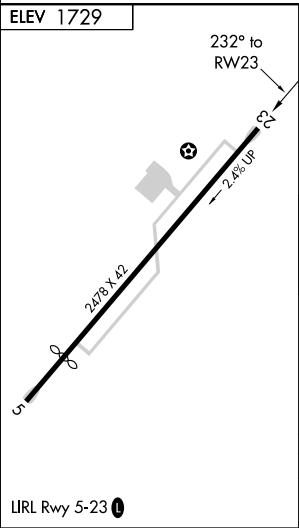
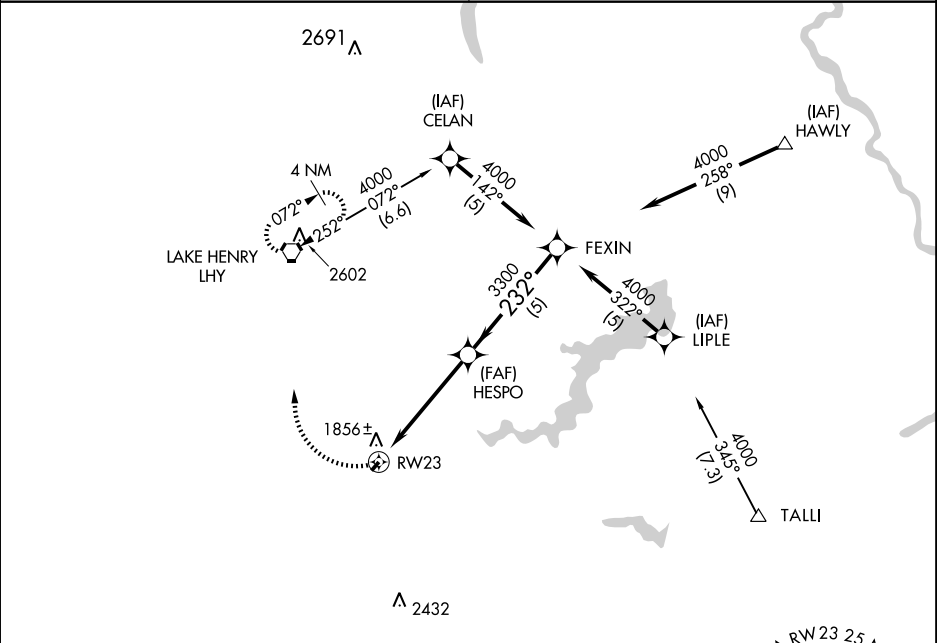
STERLING / SPRING HILL (70N)

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | N/A |
| 232° | TDZE | N/A |
| | Apt Elev | 1729 |

Use Wilkes-Barre/Scranton Intl altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4000 direct LHY VORTAC and hold.

| | |
|-------------------------------------|------------|
| WILKES-BARRE APP CON 126.3 256.7 | CTAF 122.9 |
|-------------------------------------|------------|



| | | | |
|----------|-----------------------|-------------------------|-------------------|
| 4000 | LHY | | |
| | 110.8 | | |
| | | HESPO | FEXIN |
| | | 3300 | 4000 |
| | | | Procedure Turn NA |
| | | 5 NM | 5 NM |
| CATEGORY | A | B | C |
| CIRCLING | 2600-1 871 (900-1) | 2620-1¼ 891 (900-1¼) | NA |

VOR-B

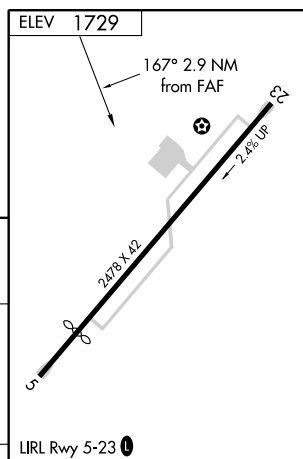
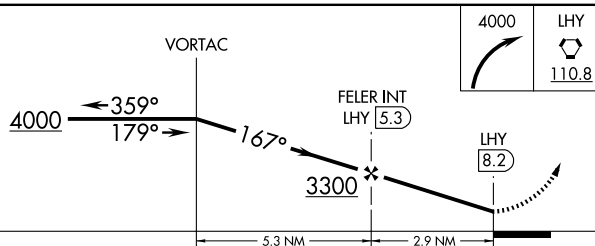
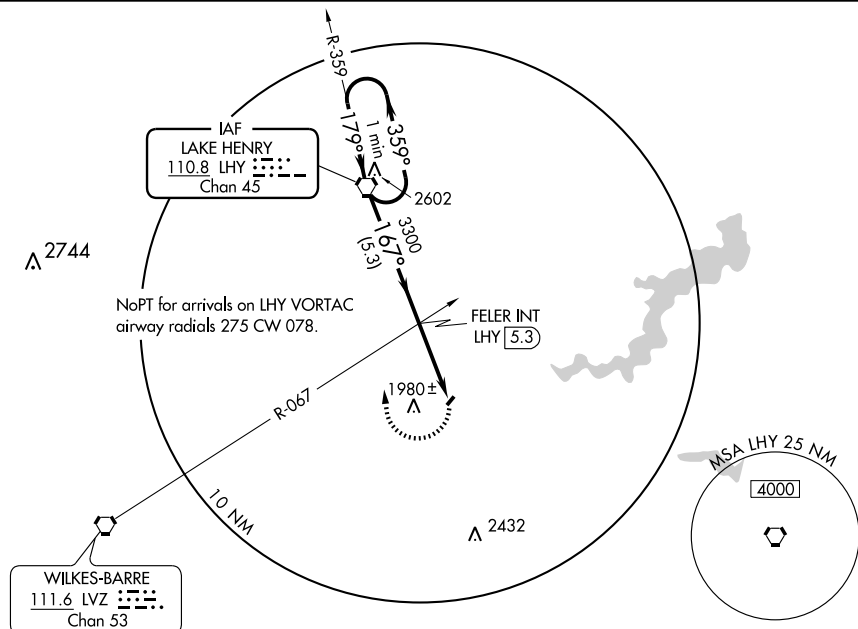
STERLING/SPRING HILL (70N)

| | | |
|--|------------------------|---|
| VORTAC LHY 110.8 Chan 45 | APP CRS 167° | Rwy Idg N/A TDZE N/A Apt Elev 1729 |
|--|------------------------|---|

Use Wilkes-Barre/Scranton Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 4000 direct LHY VORTAC and hold.

WILKES-BARRE APP CON
126.3 256.7

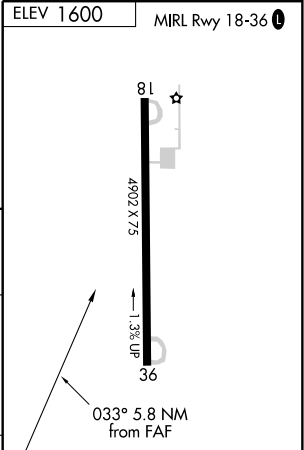
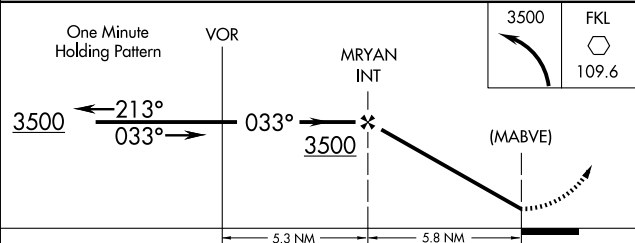
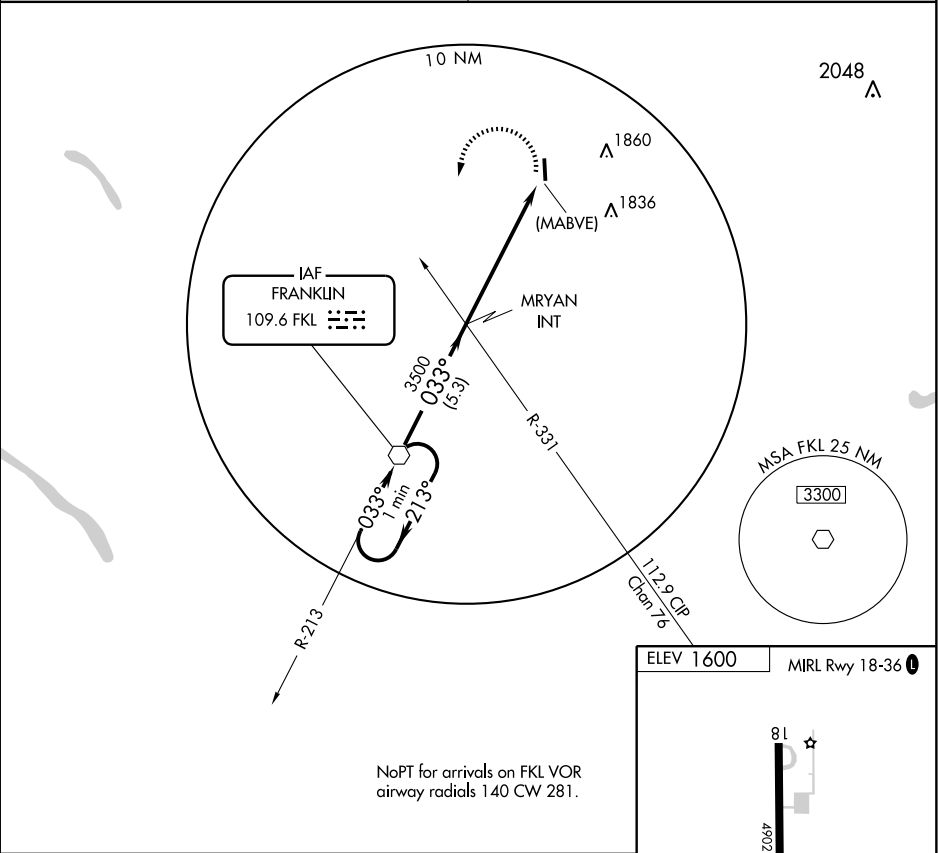
CTAF **L**
122.9

| CATEGORY | A | B | C | D | FAF to MAP 2.9 NM | | | | | |
|----------|-------------|--------------|----|---|-------------------|------|------|------|------|------|
| CIRCLING | 2600-1 | 2620-1¼ | NA | | Knots | 60 | 90 | 120 | 150 | 180 |
| | 871 (900-1) | 891 (900-1¼) | | | Min:Sec | 2:54 | 1:56 | 1:27 | 1:10 | 0:58 |

VOR or GPS-A
TITUSVILLE (6G1)

| | | | |
|------------------|-----------------|-----------------------------|--------------------|
| VOR FKL 109.6 | APP CRS 033° | Rwy Idg TDZE Apt Elev | N/A N/A 1600 |
|------------------|-----------------|-----------------------------|--------------------|

| | |
|--|--|
| <div><div>▼</div><div>▲ NA</div><div>Use Franklin altimeter setting.</div></div> | MISSED APPROACH: Climbing left turn to 3500 direct FKL VOR and hold. |
| YOUNGSTOWN APP CON ★ 133.95 322.3 | CTAF 122.9 0 |



| CATEGORY | A | B | C | D | FAF to MAP 5.8 NM | | | | | |
|----------|--------|-------------|-------------------------|-----------------------|-------------------|------|------|------|------|------|
| CIRCLING | 2200-1 | 600 (600-1) | 2200-1½ 600 (600-1½) | 2260-2 660 (700-2) | Knots | 60 | 90 | 120 | 150 | 180 |
| | | | | | Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |

MISSED APPROACH: Climbing right turn to 2000 direct MXE VORTAC and hold.

UN|COM
123.05 (CTAF)

3695 X 50

056° → 2000

6.7 NM

| CATEGORY | A | B | C | D |
|---------------------------------------|--------|-------------|-------------------------|----|
| S-24 | 940-1 | 504 (600-1) | 940-1½ 504 (600-1½) | NA |
| CIRCLING | 960-1 | 524 (600-1) | 960-1½ 524 (600-1½) | NA |
| WILMINGTON ALTIMETER SETTING MINIMUMS | | | | |
| S-24 | 1020-1 | 584 (600-1) | 1020-1½ 584 (600-1½) | NA |
| CIRCLING | 1040-1 | 604 (700-1) | 1040-1¾ 604 (700-1¾) | NA |

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:42 | 4:28 | 3:21 | 2:41 | 2:14 |

| | | |
|------------------------|-----------------------------|---|
| APP CRS 227° | Rwy Idg TDZE Apt Elev | 4300 733 730 |
|------------------------|-----------------------------|---|

RNAV (GPS) RWY 23

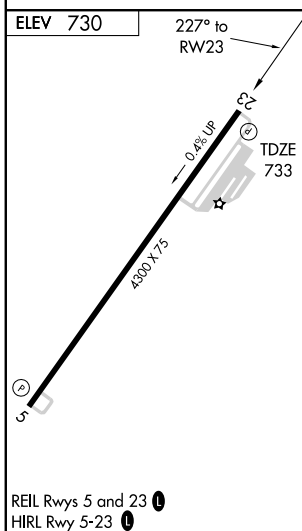
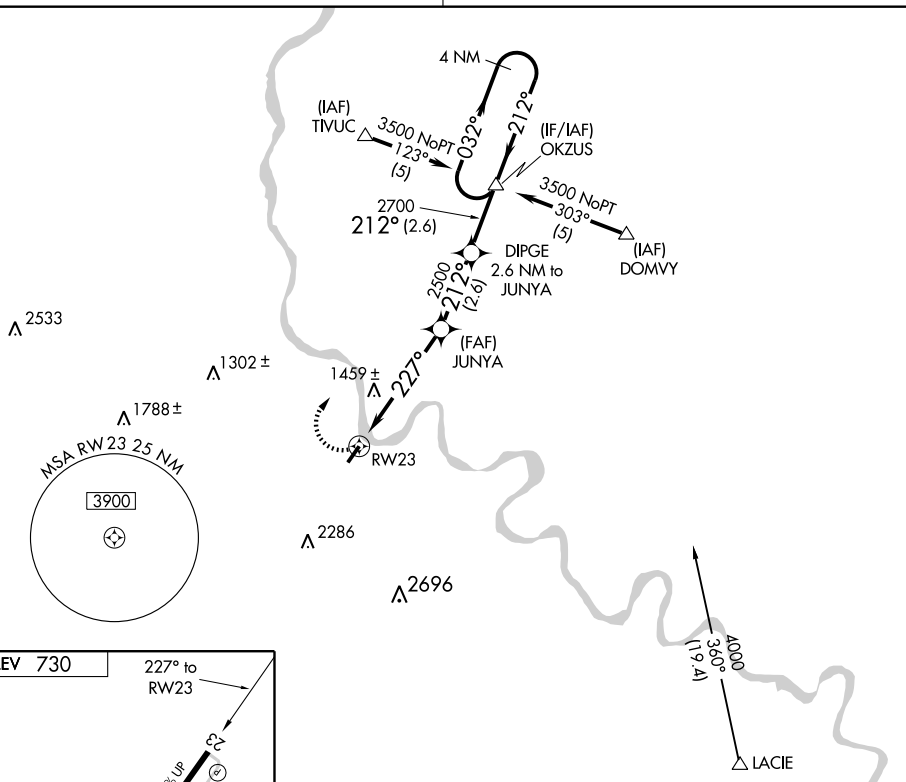
TOWANDA/ BRADFORD COUNTY (N27)

| | |
|-------------|---|
| T | Use Tri-Cities, NY altimeter setting |
| A NA | GPS or RNP-0.3 required. DME/DME RNP-0.3 NA |

MISSED APPROACH: Climbing right turn to 3500 direct OKZUS WP and hold.

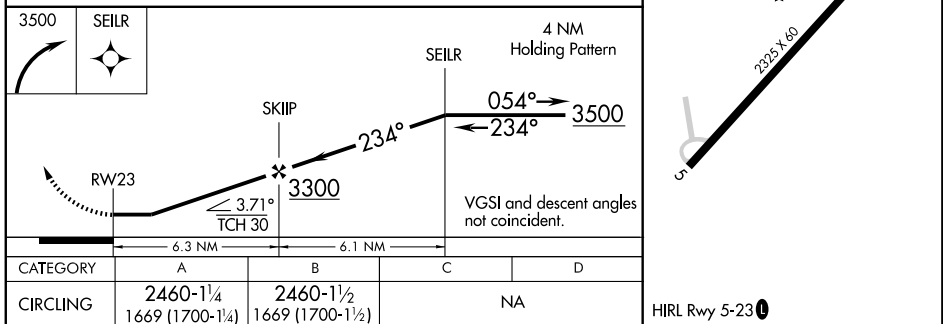
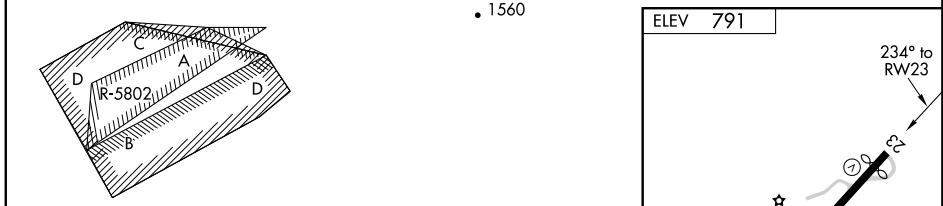
BINGHAMTON APP CON
118.6 257.625

UNICOM
123.0 (CTAF) **L**



| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|----|---|
| LNAV MDA | 1800-1¼ 1067 (1100-1¼) | 1800-1½ 1067 (1100-1½) | NA | |
| CIRCLING | 2020-1¼ 1290 (1300-1¼) | 2020-1½ 1290 (1300-1½) | NA | |

| | |
|--------------------|--------|
| HARRISBURG APP CON | CTAF |
| 126.45 269.45 | 122.90 |



| | | | |
|---------------|---------|----------|------|
| LOC/DME I-AFJ | APP CRS | Rwy Idg | 5000 |
| 110.3 | 273° | TDZE | 1184 |
| Chan 40 | | Apt Elev | 1184 |

ILS or LOC RWY 27

WASHINGTON COUNTY (AFJ)



If local altimeter setting not received, use Wheeling altimeter setting and increase all DAs/MDAs 40 feet. Circling to Rwy 9 NA at night. VDP NA when using Wheeling altimeter setting.



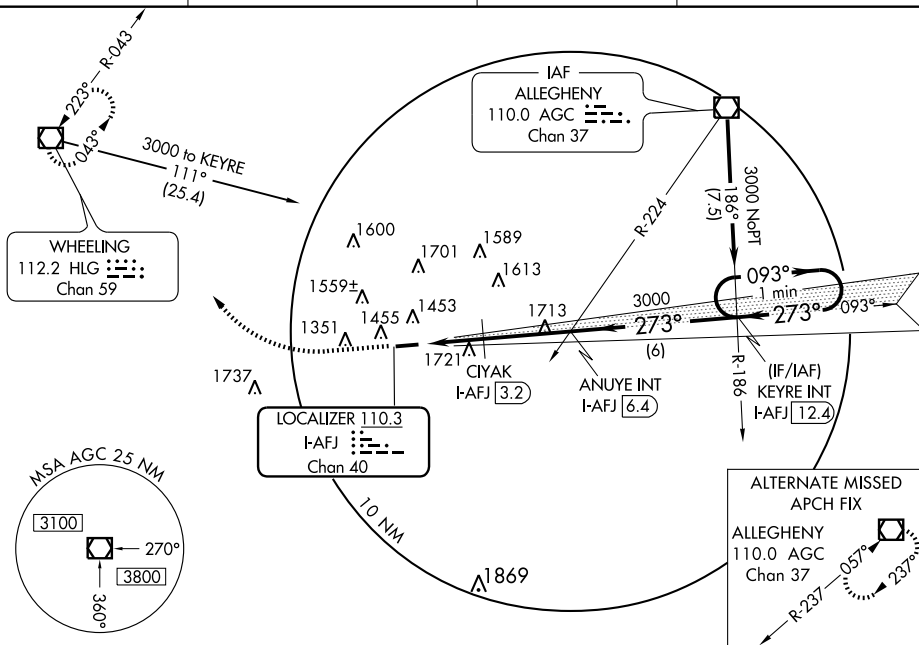
MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct HLG VOR/DME and hold.

AWOS-3
119.175

PITTSBURGH APP CON
119.35 285.575

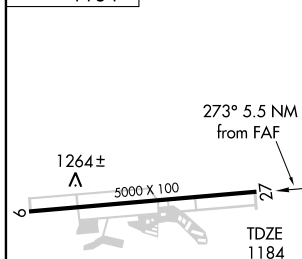
CLNC DEL
127.3

UNICOM
122.8 (CTAF) 0



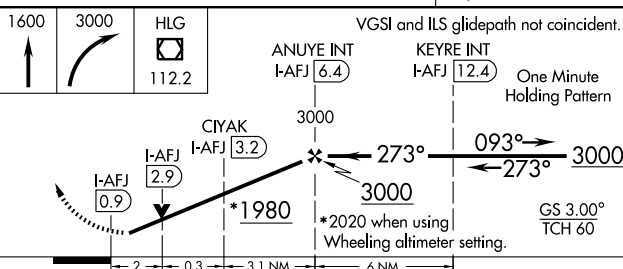
NE-4, 22 OCT 2009 to 19 NOV 2009

ELEV 1184



HIRL Rwy 9-27 0

REIL Rwy 27 0



| CATEGORY | A | B | C | D |
|--------------|-----------------------|-------------------------|-------------------------|-------------------------|
| S-ILS 27 | 1384-¾ 200 (200-¾) | | | |
| S-LOC 27 | 1980-1 796 (800-1) | 1980-1¼ 796 (800-1¼) | 1980-2¼ 796 (800-2¼) | 1980-2½ 796 (800-2½) |
| CIRCLING | 1980-1 796 (800-1) | 1980-1¼ 796 (800-1¼) | 1980-2¼ 796 (800-2¼) | 2040-3 856 (900-3) |
| DME MINIMUMS | | | | |
| S-LOC 27 | 1780-1 596 (600-1) | | 1780-1½ 596 (600-1½) | 1780-1¾ 596 (600-1¾) |
| CIRCLING | 1780-1 596 (600-1) | 1800-1 616 (700-1) | 1800-1¾ 616 (700-1¾) | 2040-3 856 (900-3) |

FAF to MAP 5.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---------|------|------|------|------|------|
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

NESTO

N40°11.67'-W79°42.82'

VERTICAL NAVIGATION PLANNING INFORMATION

PITTSBURGH TURBOJETS:

WEST FLOW-Expect clearance to cross at 10,000' and 250K. When Rwy 28 simultaneous approach is in use, expect clearance to cross at 9000'.

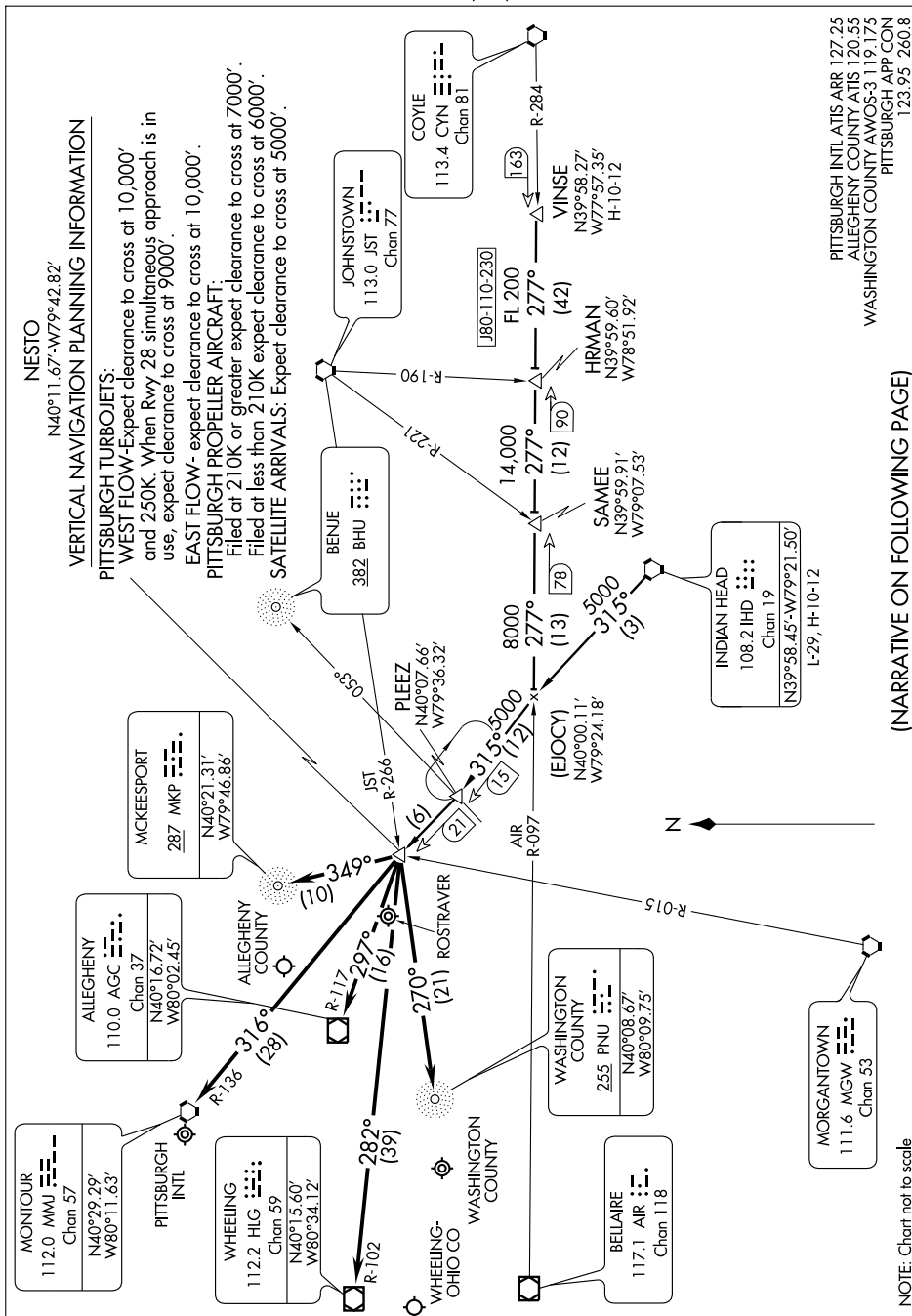
EAST FLOW- expect clearance to cross at 10,000'.

PITTSBURGH PROPELLER AIRCRAFT:

Filed at 210K or greater expect clearance to cross at 7000'.

Filed at less than 210K expect clearance to cross at '6000':

TELETYPE ARRIVALS: Expect clearance to cross at 5000'.



NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

NE-4. 22 OCT 2009 to 19 NOV 2009

ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: From over NESTO INT direct AGC VOR/DME, then direct AGC airport.

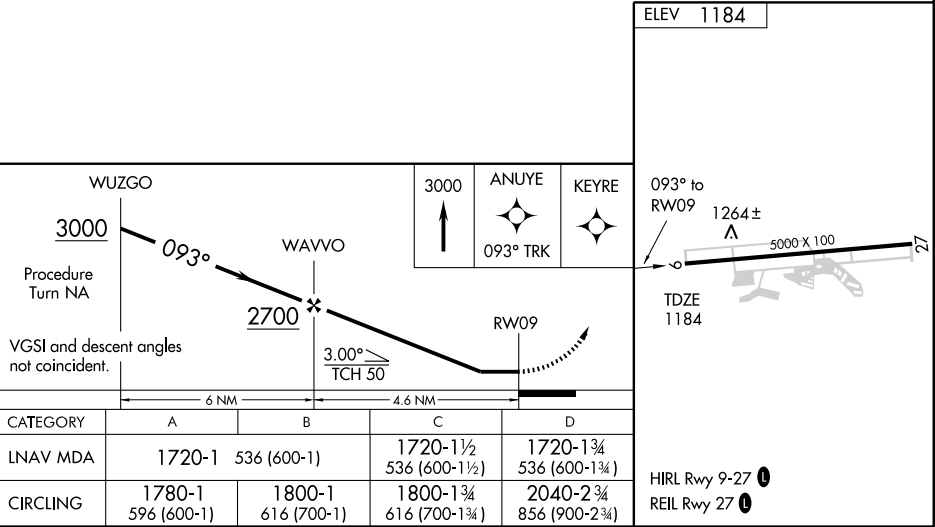
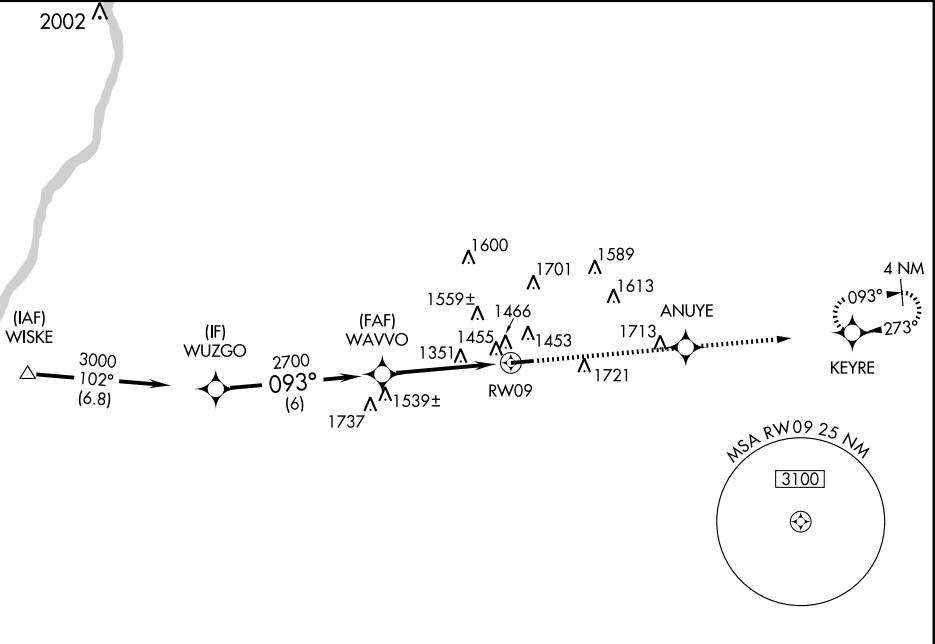
....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

....AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 5000 |
| 093° | TDZE | 1184 |
| | Apt Elev | 1184 |

RNAV (GPS) RWY 9
WASHINGTON COUNTY (AFJ)

| | | | |
|---|---|-------------------|--------------------------|
| <div><div><div></div><div></div></div><div><div></div><div></div></div></div> <div>DME/DME RNP-0.3 NA. If local altimeter not received, use Wheeling altimeter setting and increase all MDAs 40 feet.</div> | MISSED APPROACH: Climb to 3000 direct ANUYE and via 093° track to KEYRE and hold. | | |
| AWOS-3 119.175 | PITTSBURGH APP CON 119.35 285.575 | CLNC DEL 127.3 | UNICOM 122.8 (CTAF) 0 |



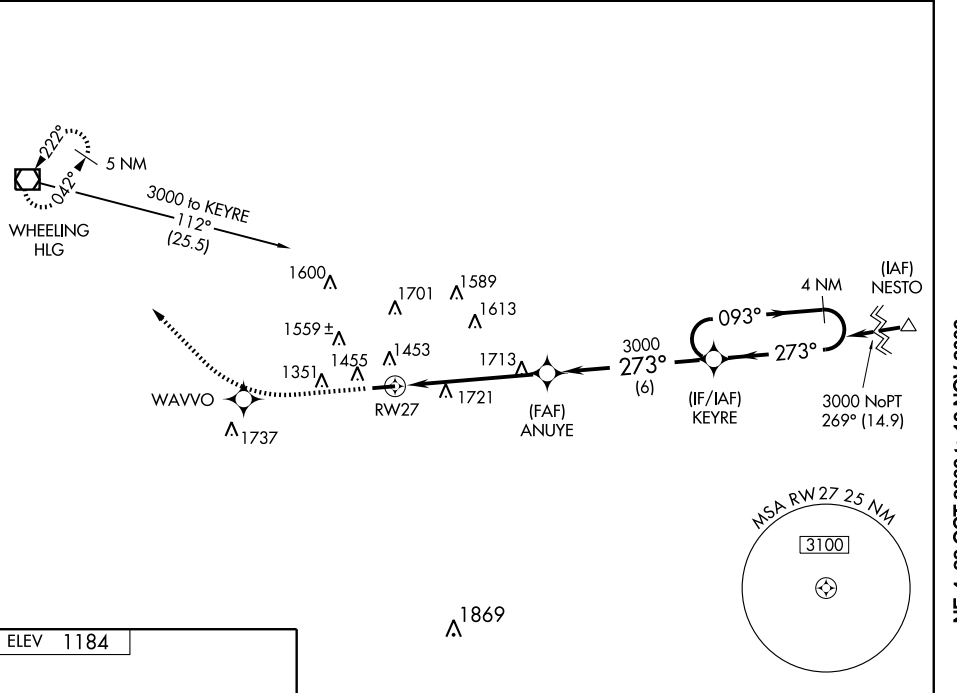
▼

▲

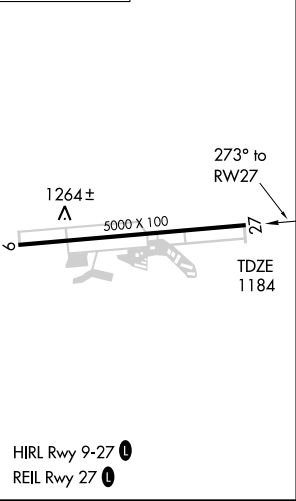
DME/DME RNP-0.3 NA.
If local altimeter not received, use Wheeling altimeter setting and increase all DAs and MDAs 40 feet.
VDP NA when using Wheeling altimeter setting.



MISSED APPROACH: Climb to 3000 direct WAVVO and via 323° track to HLG VOR/DME and hold.

| | | | |
|-------------------|--------------------------------------|-------------------|--------------------------|
| AWOS-3 119.175 | PITTSBURGH APP CON 119.35 285.575 | CLNC DEL 127.3 | UNICOM 122.8 (CTAF) 0 |
|-------------------|--------------------------------------|-------------------|--------------------------|



ELEV 1184



| | | | | | | |
|------------------|--|---|-------------------------|-------------------------|---|--|
| 3000 ↑ | WAVVO 323° TRK  | HLG 112.2  | | | | |
| | | | ANUYE | KEYRE | 4 NM Holding Pattern | |
| | | | | | | |
| | | | 273° | | 093° → 3000 ← 273° GS 3.00° TCH 60 | |
| | | | 3000 | | VGSI and RNAV glidepath not coincident. | |
| CATEGORY | A | | B | C | D | |
| LPV DA | 1690-1¾ 506 (600-1¾) | | | | | |
| LNAV/ VNAV DA | NA | | | | | |
| LNAV MDA | 1980-1 796 (800-1) | 1980-1¼ 796 (800-1¼) | 1980-2¼ 796 (800-2¼) | 1980-2½ 796 (800-2½) | | |
| CIRCLING | 1980-1¾ 796 (800-1¾) | | 1980-2¼ 796 (800-2¼) | 2040-2¾ 856 (900-2¾) | | |

HIRL Rwy 9-27 0

REIL Rwy 27 0

▼

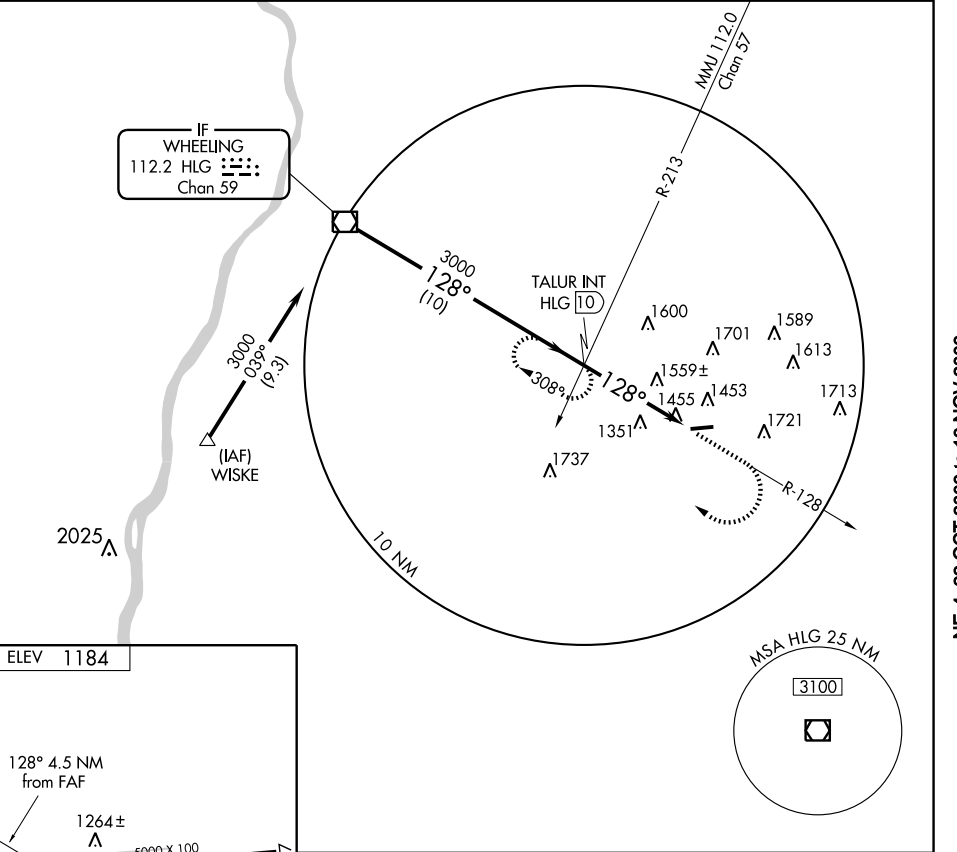
If local altimeter not received, use Wheeling altimeter setting and increase all MDAs 40 feet.

▲

When VGSI inop, circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 3000, then right turn via heading 343° and HLG R-128 to TALUR Int/10 DME and hold.

| | | | |
|-------------------|--------------------------------------|-------------------|--------------------------|
| AWOS-3 119.175 | PITTSBURGH APP CON 119.35 285.575 | CLNC DEL 127.3 | UNICOM 122.8 (CTAF) 0 |
|-------------------|--------------------------------------|-------------------|--------------------------|



ELEV 1184

128° 4.5 NM from FAF

1264±

5000 X 100

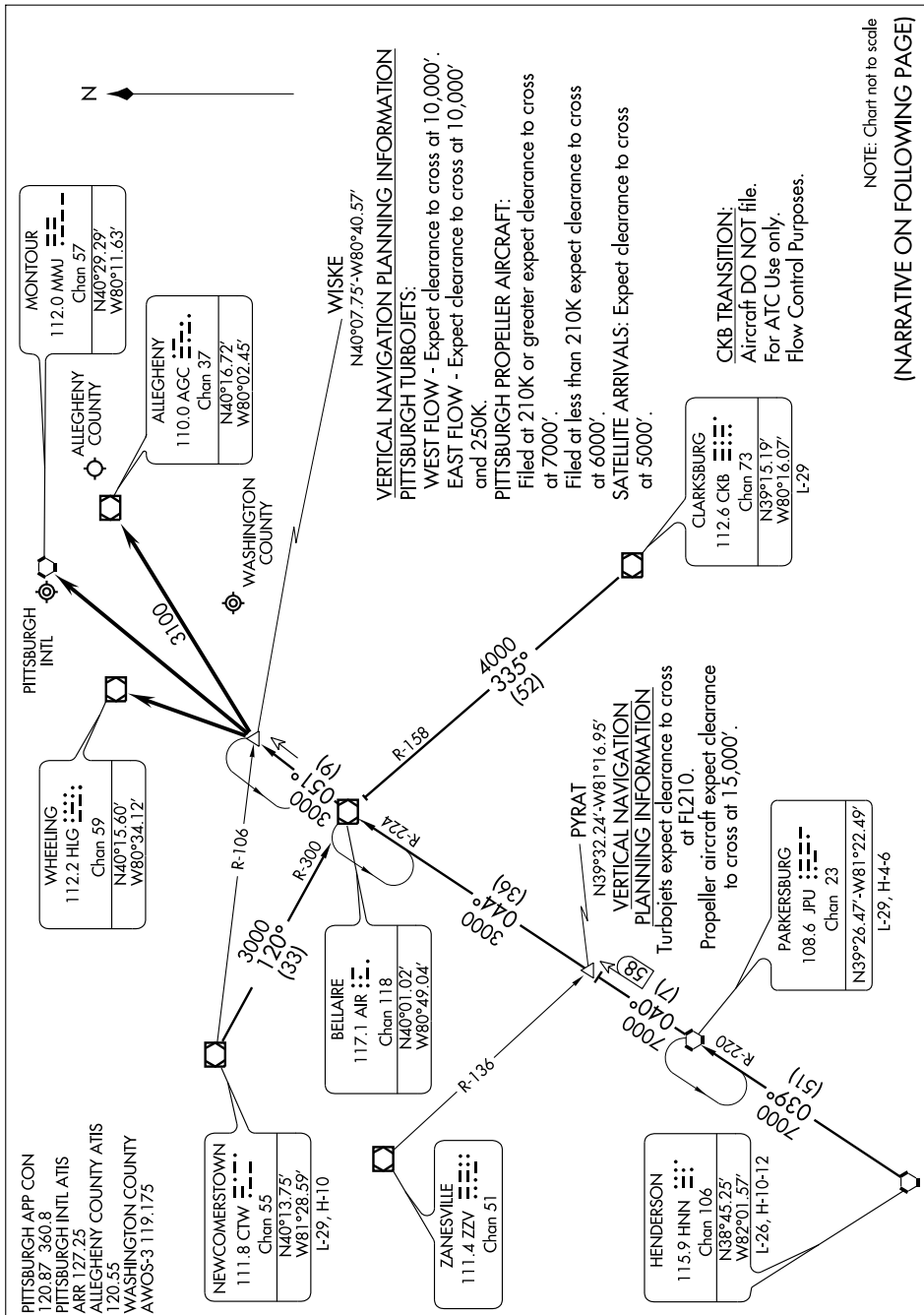
27

HIRL Rwy 9-27

REIL Rwy 27

| | | | | | |
|-------------------|------------------|-------------|-----------------|-------------|-----------------|
| VOR/DME | TALUR INT HLG 10 | 3000 | HDG 343° | TALUR INT | |
| 3000 | 128° | 3000 | HLG R-128 112.2 | | |
| Procedure Turn NA | | HLG 14.5 | | | |
| | 10 NM | 4.5 NM | | | |
| FAF to MAP 4.5 NM | CATEGORY | A | B | C | D |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |
| CIRCLING | 1860-1 | 676 (700-1) | 1860-2 | 676 (700-2) | 2040-2 3/4 |
| | | | | | 856 (900-2 3/4) |

NE-4: 22 OCT 2009 to 19 NOV 2009



ARRIVAL DESCRIPTION

CLARKSBURG TRANSITION (CKB.WISKE3): From over CKB VOR/DME via CKB R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT.
Thence. . . .

HENDERSON TRANSITION (HNN.WISKE3): From over HNN VORTAC via HNN R-039 and JPU R-220 to JPU VORTAC, then via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

NEWCOMERSTOWN TRANSITION (CTW.WISKE3): From over CTW VOR/DME via CTW R-120 and AIR R-300 to AIR VOR/DME, then via AIR R-051 to WISKE INT.
Thence. . . .

PARKERSBURG TRANSITION (JPU.WISKE3): From over JPU VORTAC via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT.
Thence. . . .

. . . .From over WISKE INT:

For Pittsburgh Intl: direct MMJ VORTAC (MEA 3000). Expect vectors after WISKE INT.

For Allegheny County: direct AGC VOR/DME (MEA 3100), direct Allegheny County.

For Washington County: direct HLG VOR/DME (MEA 3000), direct Washington County.

| | | |
|--|------------------------|---|
| WAAS CH 45806 W09A | APP CRS 088° | Rwy Idg TDZE Apt Elev 3500 1069 1069 |
|--|------------------------|---|

RNAV (GPS) RWY 9
WAYNESBURG/ GREENE COUNTY (WAY)

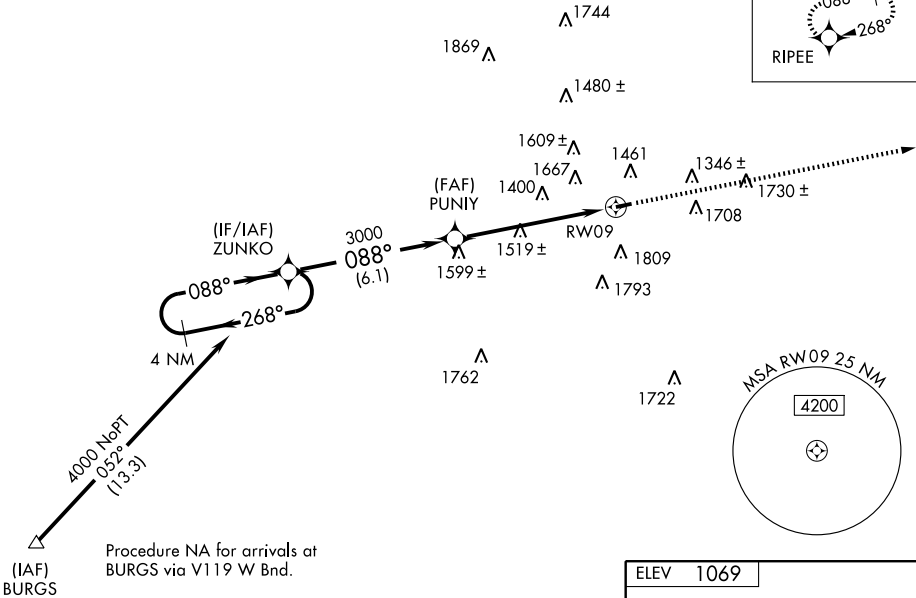
▼ Use Washington altimeter setting, when not received use Morgantown altimeter setting and increase DAs 15 feet and all MDAs 20 feet.
▲ NA DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct RIPEE and hold.

CLEVELAND CENTER
126.95 239.3

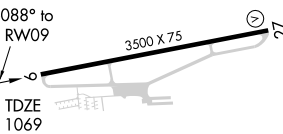
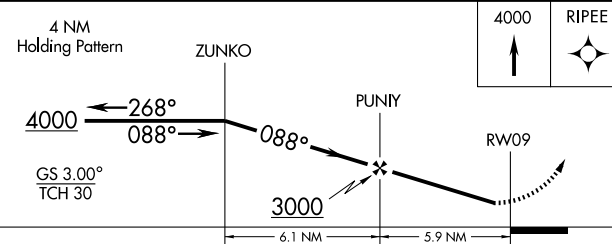
UNICOM
122.8 (CTAF)

MISSED APCH FIX



(IAF) BURGS Procedure NA for arrivals at BURGs via V119 W Bnd.

ELEV **1069**



| CATEGORY | A | B | C | D |
|----------|-----------------------|--------------------------|-------------------------|----|
| LPV DA | 1492-1½ 423 (500-1½) | | | NA |
| LNAV MDA | 1840-1 771 (800-1) | 1840-1¼ 771 (800-1¼) | 1840-2¼ 771 (800-2¼) | NA |
| CIRCLING | 1880-1 811 (900-1) | 2060-1½ 991 (1000-1½) | 2060-3 991 (1000-3) | NA |

MIRL Rwy 9-27

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 3500 |
| 268° | TDZE | 1069 |
| | Apt Elev | 1069 |

RNAV (GPS) RWY 27

WAYNESBURG/ GREENE COUNTY (WAY)

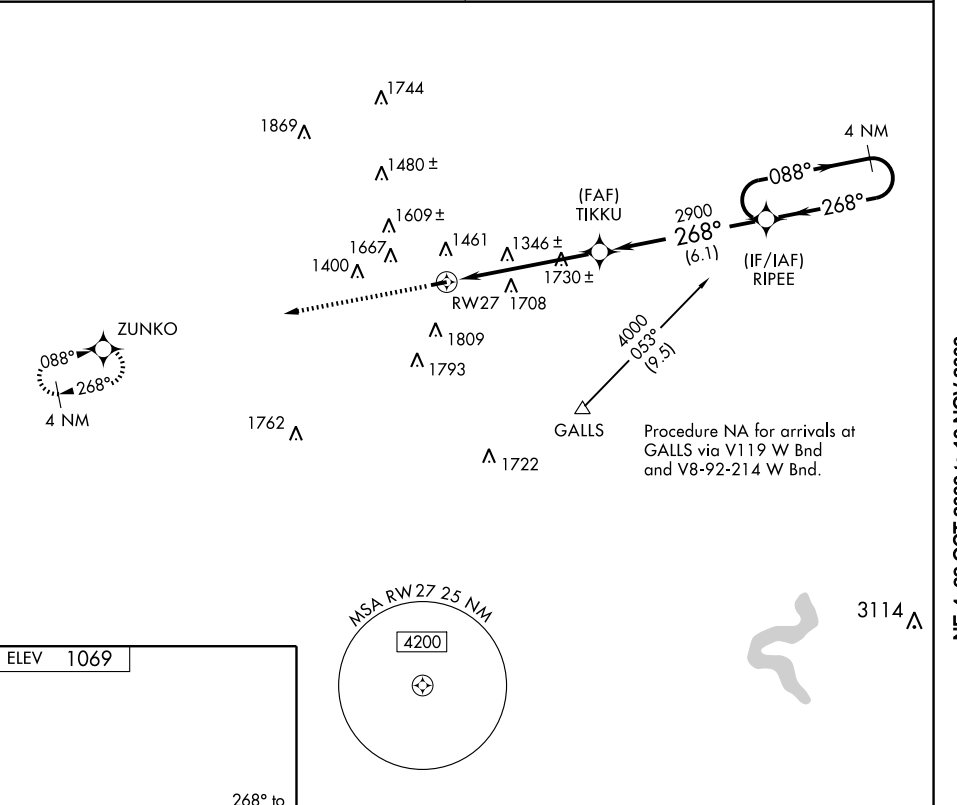
▼

▲ NA

Use Washington altimeter setting, when not received use Morgantown altimeter setting and increase DAs 15 feet and all MDAs 20 feet.
DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct ZUNKO and hold.

| | |
|----------------------------------|------------------------|
| CLEVELAND CENTER 126.95 239.3 | UNICOM 122.8 (CTAF) |
|----------------------------------|------------------------|



ELEV 1069

3500 X 75
TDZE 1069
268° to RW27

4000

ZUNKO

RW27

TIKKU

RIPEE

4000

4 NM Holding Pattern

VGSI and descent angles not coincident.

| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|-------------------------|----|
| LNAV MDA | 2100-1¼ 1031 (1100-1¼) | 2100-1½ 1031 (1100-1½) | 2100-3 1031 (1100-3) | NA |
| CIRCLING | 2100-1¼ 1031 (1100-1¼) | 2100-1½ 1031 (1100-1½) | 2100-3 1031 (1100-3) | NA |

MIRL Rwy 9-27

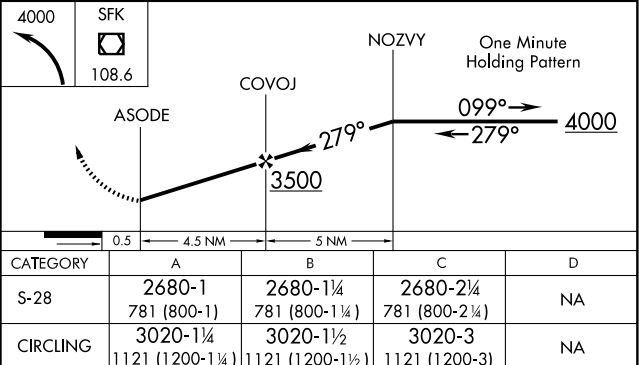
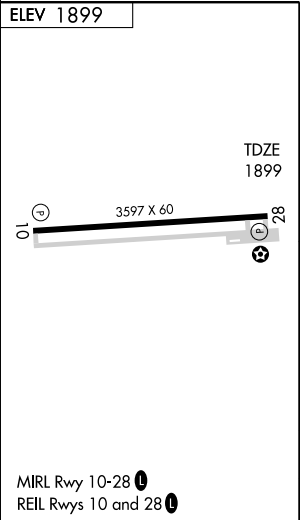
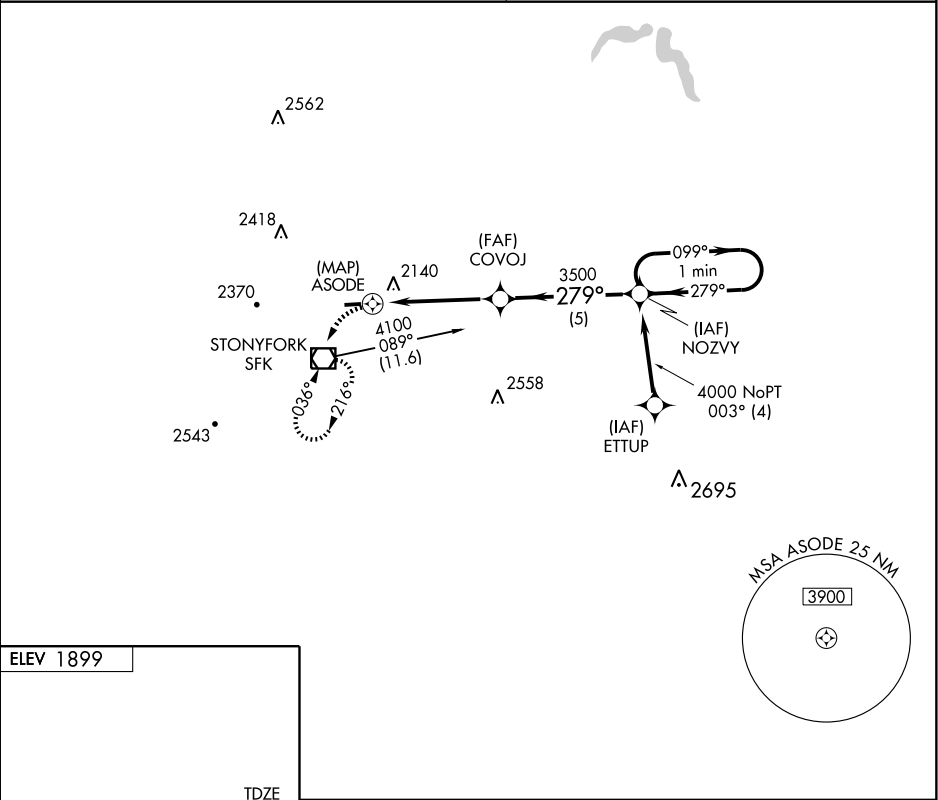
NE-4: 22 OCT 2009 to 19 NOV 2009

GPS RWY 28

WELLSBORO JOHNSTON (N38)

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 3600 |
| 279° | TDZE | 1899 |
| | Apt Elev | 1899 |

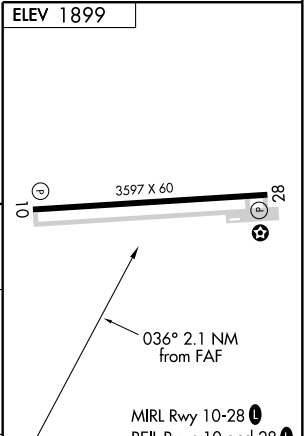
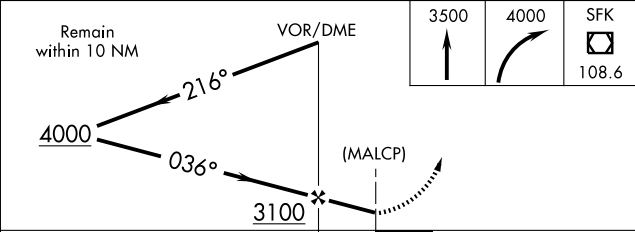
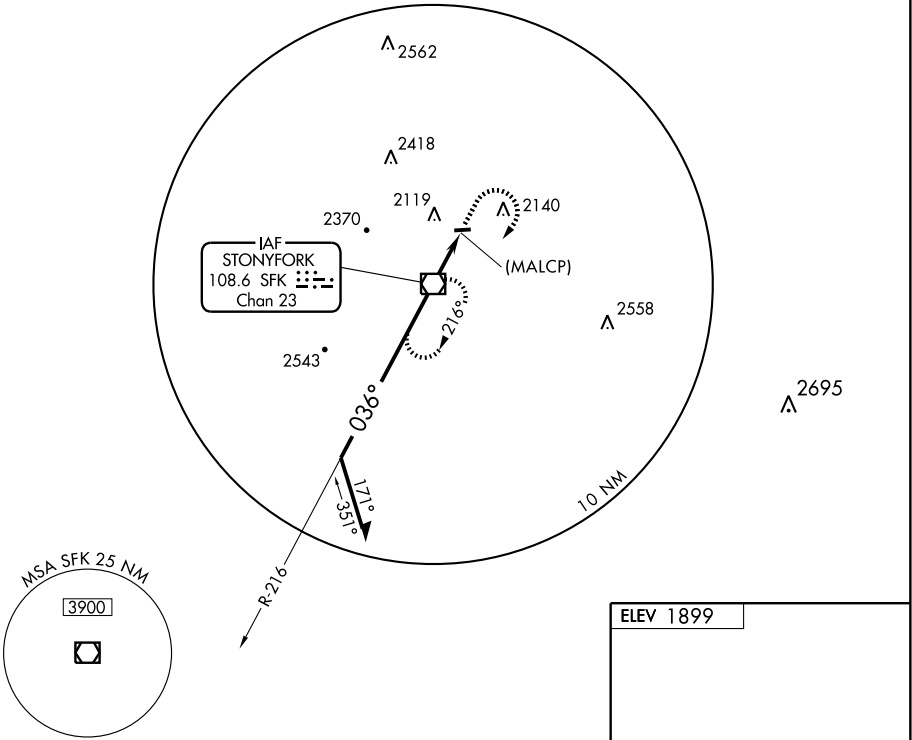
| | | |
|--|-----------------------------------|--|
| <div><div>▼</div><div>▲ NA</div></div> | Use Elmira, NY altimeter setting. | MISSED APPROACH: Climbing left turn to 4000 direct SFK VOR/DME and hold. |
| ELMIRA APP CON ★ 119.45 257.8 | | UNICOM 122.8 (CTAF) ① |



| | | | |
|-------------|---------|----------|------|
| VOR/DME SFK | APP CRS | Rwy Idg | N/A |
| 108.6 | 036° | TDZE | N/A |
| Chan 23 | | Apt Elev | 1899 |

VOR or GPS-A
WELLSBORO JOHNSTON (N38)

| | | |
|---|-----------------------------------|---|
| <div><div><div>V</div><div>A</div></div><div>NA</div></div> | Use Elmira, NY altimeter setting. | MISSED APPROACH: Climb to 3500, then climbing right turn to 4000 direct SFK VOR/DME and hold. |
| | ELMIRA APP CON ★ 119.45 257.8 | UNICOM 122.8 (CTAF) ① |



| CATEGORY | A | B | C | D | FAF to MAP 2.1 NM | | | | | |
|----------|---------------------------|---------------------------|-------------------------|----|-------------------|------|------|------|------|------|
| CIRCLING | 3020-1¼ 1121 (1200-1¼) | 3020-1½ 1121 (1200-1½) | 3020-3 1121 (1200-3) | NA | Knots | 60 | 90 | 120 | 150 | 180 |
| | | | | | Min:Sec | 2:06 | 1:24 | 1:03 | 0:50 | 0:42 |

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 3222 |
| 088° | TDZE | 466 |
| | Apt Elev | 466 |

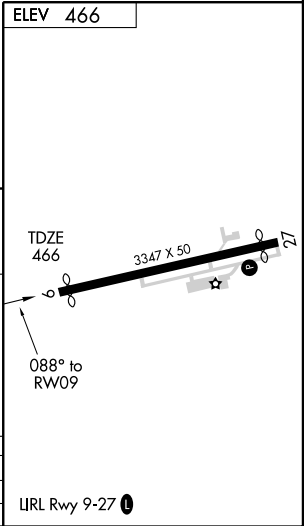
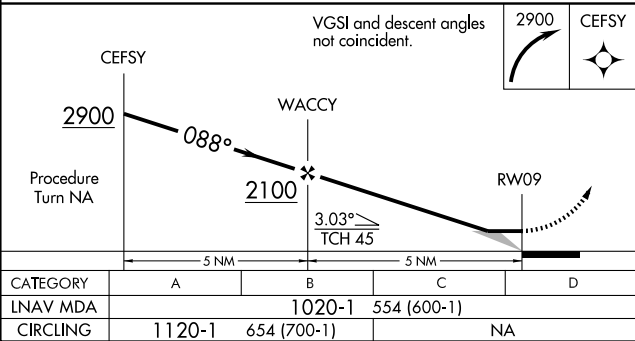
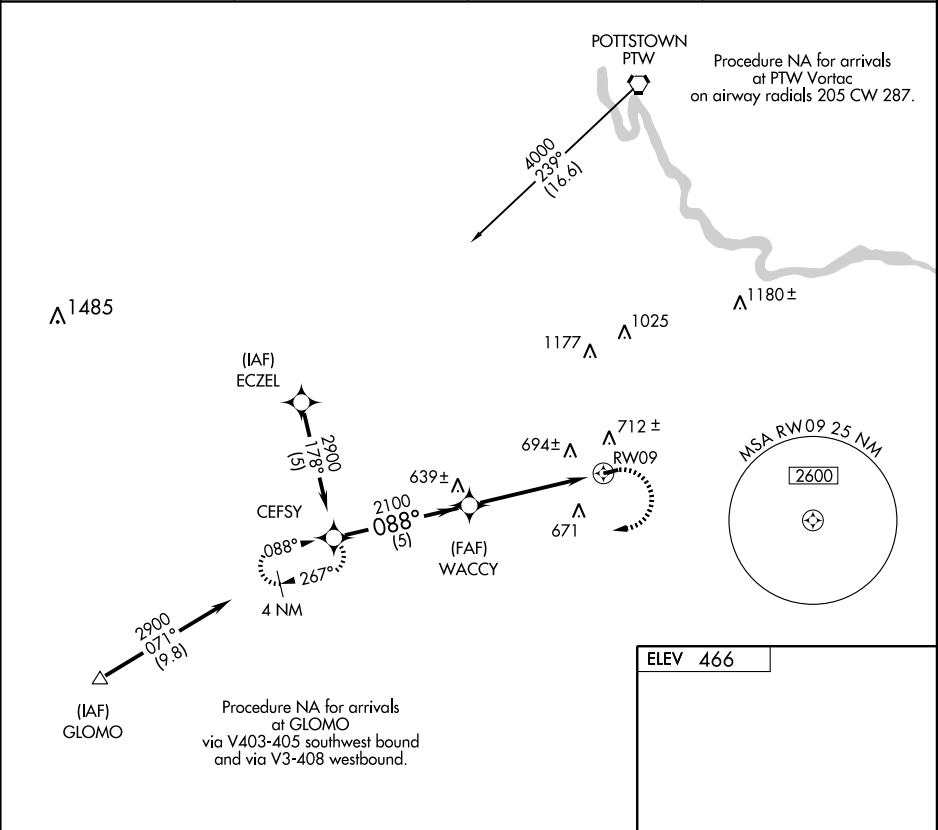
RNAV (GPS) RWY 9

WEST CHESTER/ BRANDYWINE (OQN)

Use Coatesville/Chester County
G.O. Carlson altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2900
direct CEFYS WP and hold.

| | | | |
|-----------------|---------------------------------------|-------------------|----------------------------|
| AWOS-3 121.4 | PHILADELPHIA APP CON 124.35 319.15 | CLNC DEL 125.6 | UNICOM 123.075 (CTAF) 1 |
|-----------------|---------------------------------------|-------------------|----------------------------|



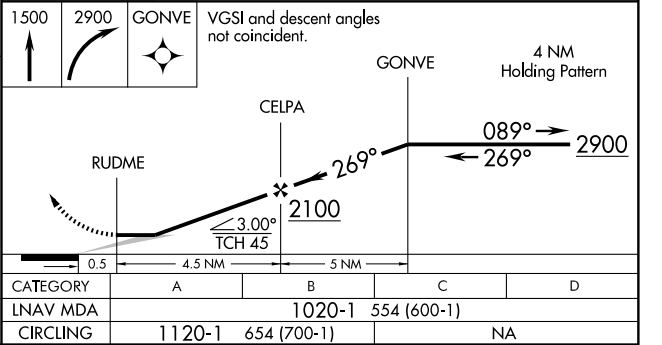
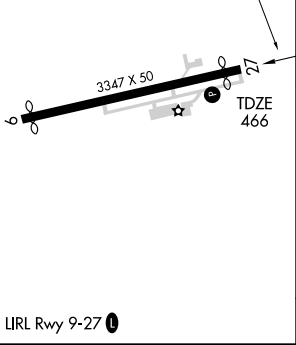
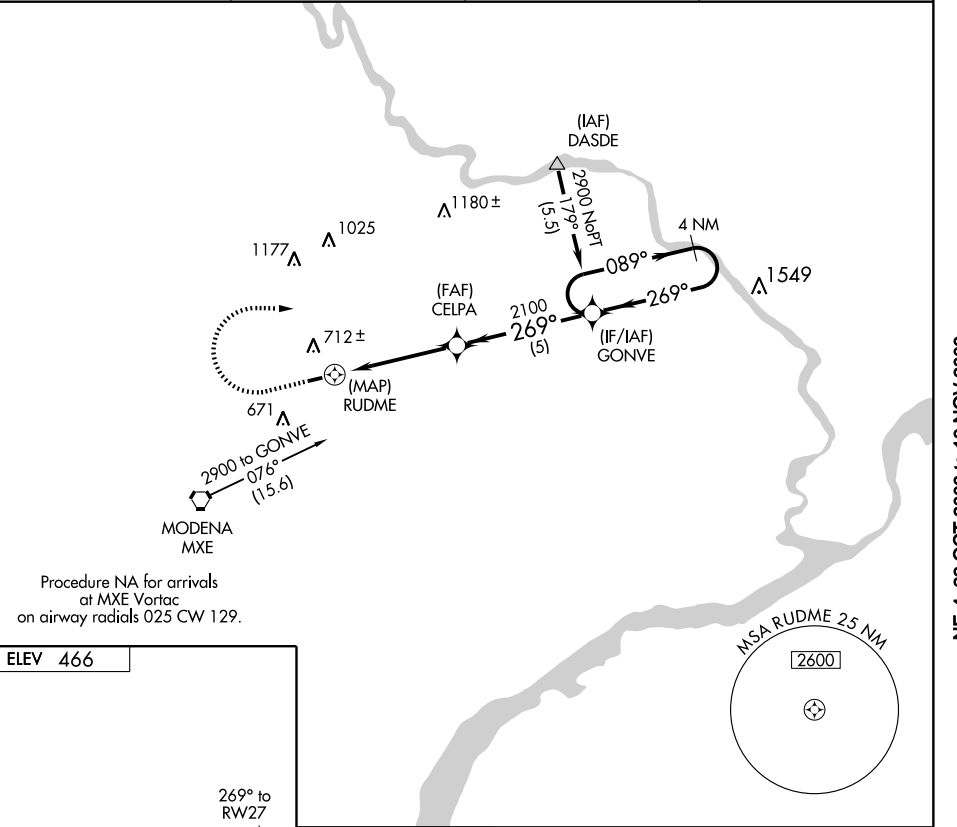
▼

▲ NA

Use Coatesville/Chester County
G.O. Carlson altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1500 then climbing right turn
to 2900 direct GONVE WP and hold.

| | | | |
|-----------------|---------------------------------------|-------------------|--------------------------|
| AWOS-3 121.4 | PHILADELPHIA APP CON 124.35 319.15 | CLNC DEL 125.6 | UNICOM 123.075 (CTAF) |
|-----------------|---------------------------------------|-------------------|--------------------------|



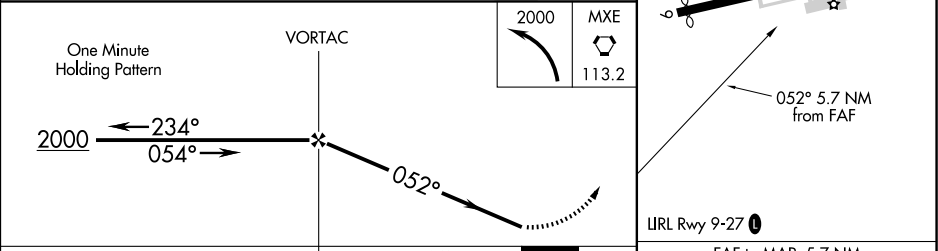
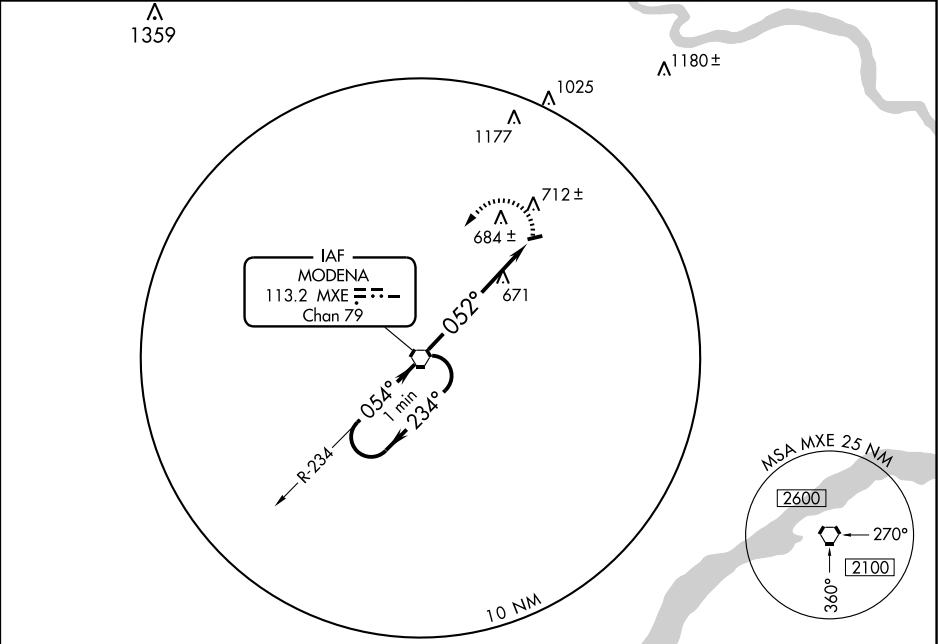
NE-4: 22 OCT 2009 to 19 NOV 2009

| | | | |
|------------|---------|----------|-----|
| VORTAC MXE | APP CRS | Rwy Idg | N/A |
| 113.2 | 052° | TDZE | N/A |
| Chan 79 | | Apt Elev | 466 |

VOR-A

WEST CHESTER/BRANDYWINE (OQN)

| | | | |
|---|---------------------------------------|--|----------------------------|
| <div><div><div></div><div>NA</div></div><div>Use Coatesville/Chester County G.O. Carlson altimeter setting.</div></div> | | MISSED APPROACH: Climbing left turn to 2000 direct MXE VORTAC and hold. | |
| AWOS-3 121.4 | PHILADELPHIA APP CON 124.35 319.15 | CLNC DEL 125.6 | UNICOM 123.075 (CTAF) 0 |

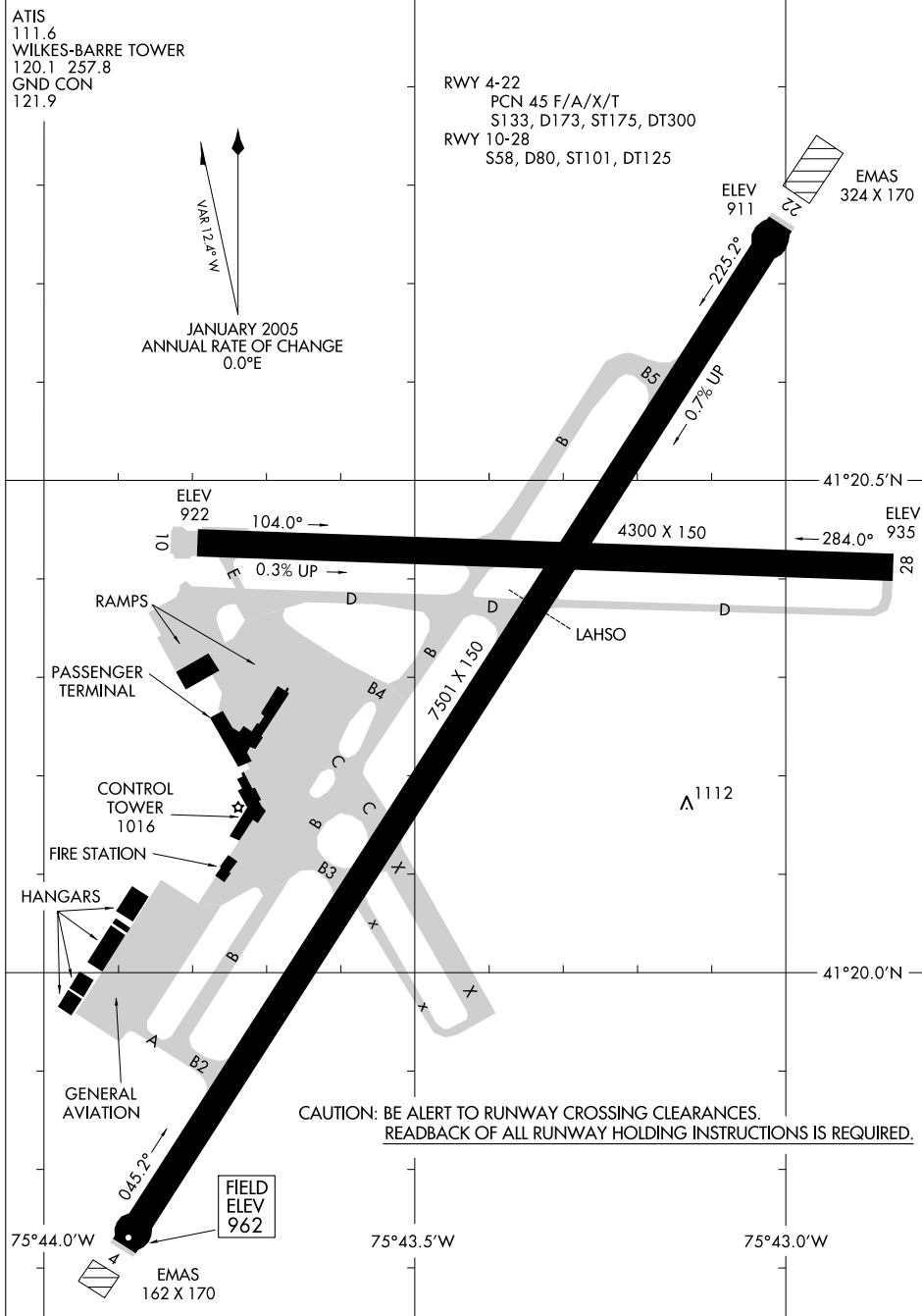


| | | | | | | | | | | |
|----------|--------|-------------|----|---|-------------------|------|------|------|------|------|
| | | | | | FAF to MAP 5.7 NM | | | | | |
| CATEGORY | A | B | C | D | Knots | 60 | 90 | 120 | 150 | 180 |
| CIRCLING | 1120-1 | 654 (700-1) | NA | | Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

AIRPORT DIAGRAM

AL-661 (FAA)

WILKES-BARRE/SCRANTON INTL (AVP)
WILKES-BARRE/SCRANTON, PENNSYLVANIA



NE-4, 22 OCT 2009 to 19 NOV 2009

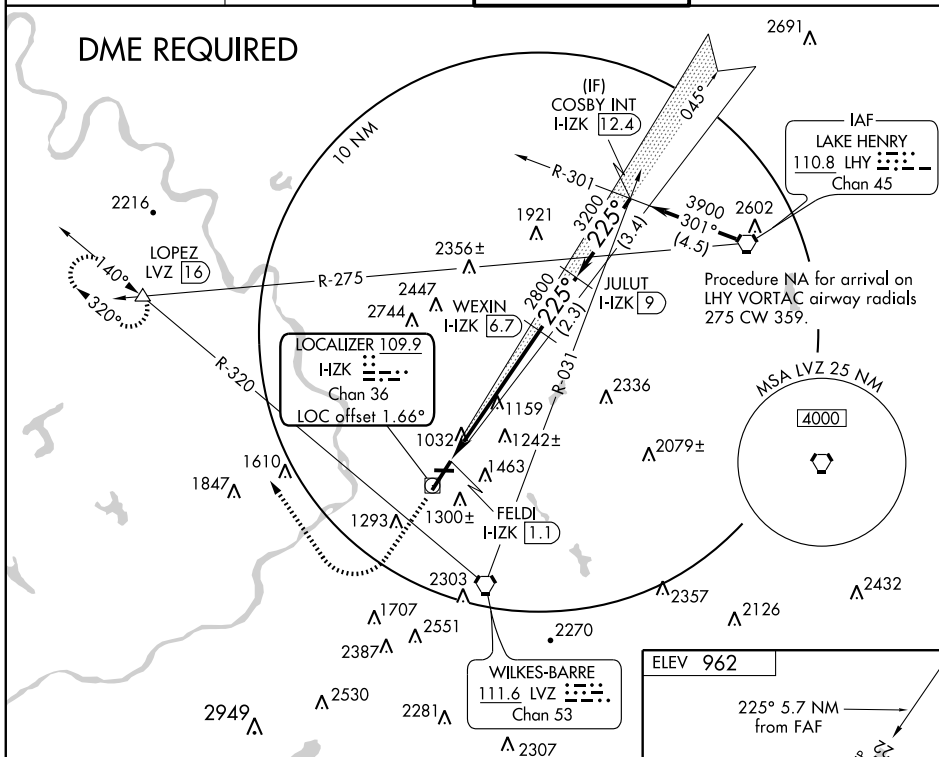
| | | | |
|--------------|---------|----------|------|
| LOC/DME I-ZK | APP CRS | Rwy Idg | 7501 |
| 109.9 | 225° | TDZE | 933 |
| Chan 36 | | Apt Elev | 962 |

ILS or LOC/DME RWY 22

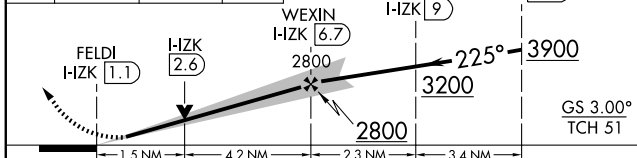
WILKES-BARRE/SCRANTON INTL (AVP)

| | |
|---------------------------|--|
| <div>▼</div> <div>▲</div> | MISSED APPROACH: Climb to 1900 then climbing right turn to 4000 via heading 330° and LVZ VORTAC R-320 to LOPEZ Int/LVZ 1.6 DME and hold. |
|---------------------------|--|

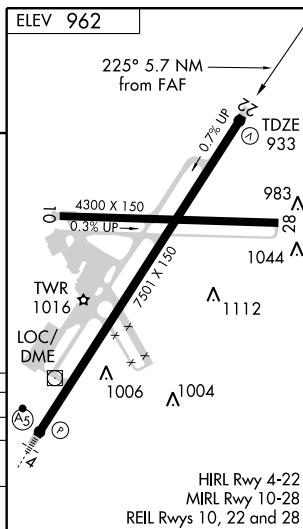
| | | | |
|---------------|-------------------------------------|-----------------------------------|------------------|
| ATIS 111.6 | WILKES-BARRE APP CON 126.3 256.7 | WILKES-BARRE TOWER 120.1 257.8 | GND CON 121.9 |
|---------------|-------------------------------------|-----------------------------------|------------------|



| | | | | | |
|------|----------|--------------------|------------|---|----------------------|
| 1900 | 4000 | LVZ R-320 111.6 | LOPEZ △ | VGSI and ILS glidepath not coincident. | Procedure Turn NA |
| ↑ | HDG 330° | | | | |



| CATEGORY | A | B | C | D |
|----------|-----------------------|--------------------------|-------------------------|-------------------------|
| S-ILS 22 | 1183-1 | 250 (300-1) | | |
| S-LOC 22 | 1420-1 | 487 (500-1) | 1420-1¼ 487 (500-1¼) | 1420-1½ 487 (500-1½) |
| CIRCLING | 1840-1 878 (900-1) | 1940-1½ 978 (1000-1½) | 1940-3 978 (1000-3) | 2240-3 1278 (1300-3) |



NDB or GPS-A

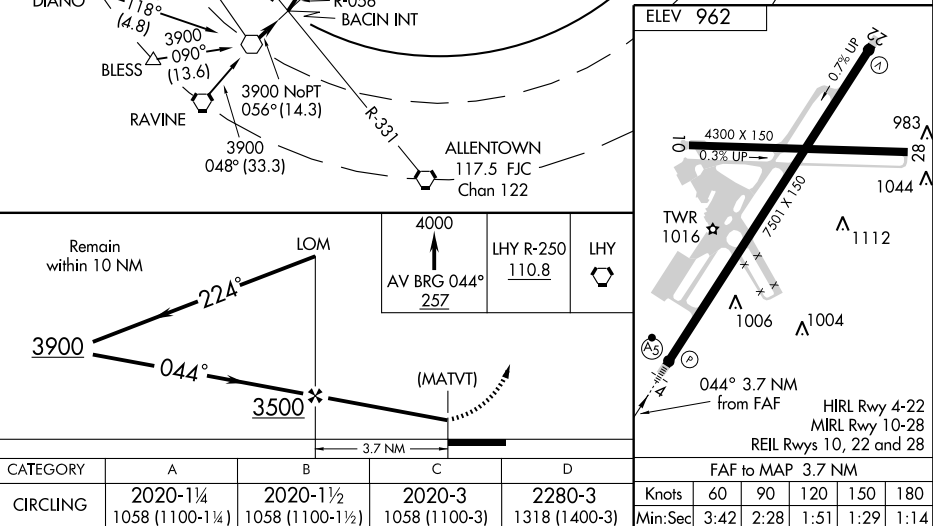
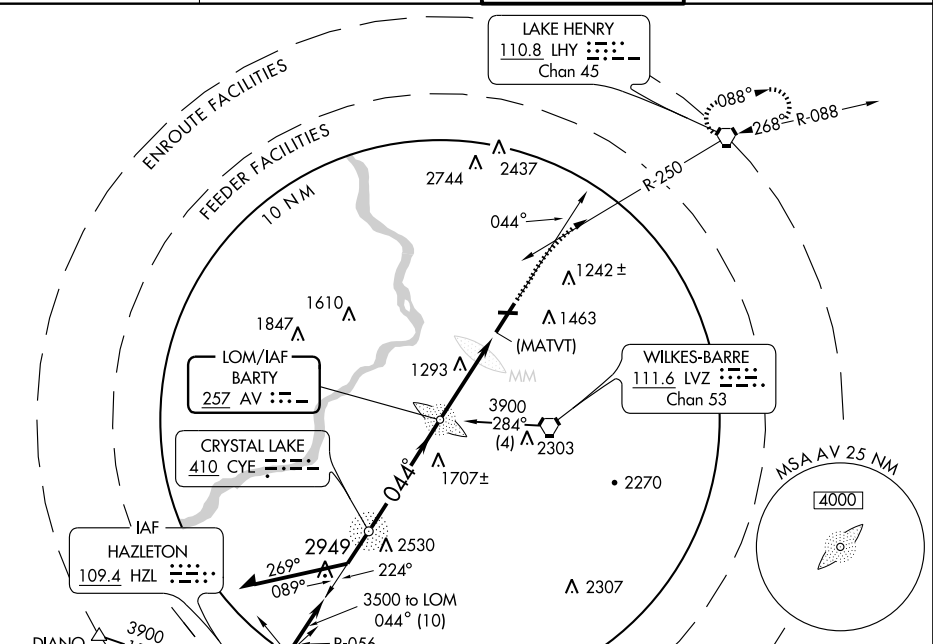
WILKES-BARRE/SCRANTON INTL (AVP)

| | | | |
|----------------------|------------------------|---|--------------------------|
| LOM AV <u>257</u> | APP CRS <u>044°</u> | Rwy Idg TDZE Apt Elev <u>962</u> | N/A N/A <u>962</u> |
|----------------------|------------------------|---|--------------------------|

T Turbulence of varying intensity may be encountered due to precipitous terrain underlying all portions of this approach.

MISSED APPROACH: Climb to 4000 via 044° bearing from AV LOM and LHY R-250 to LHY VORTAC and hold.

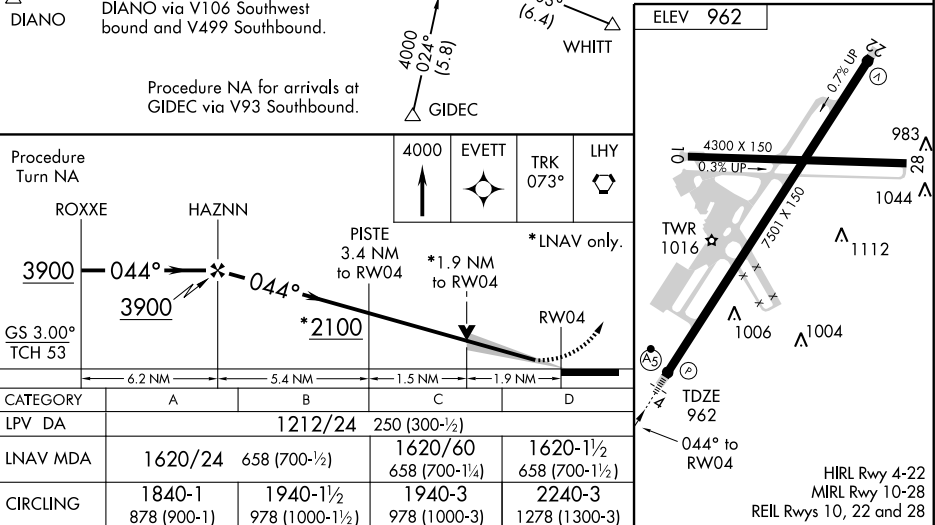
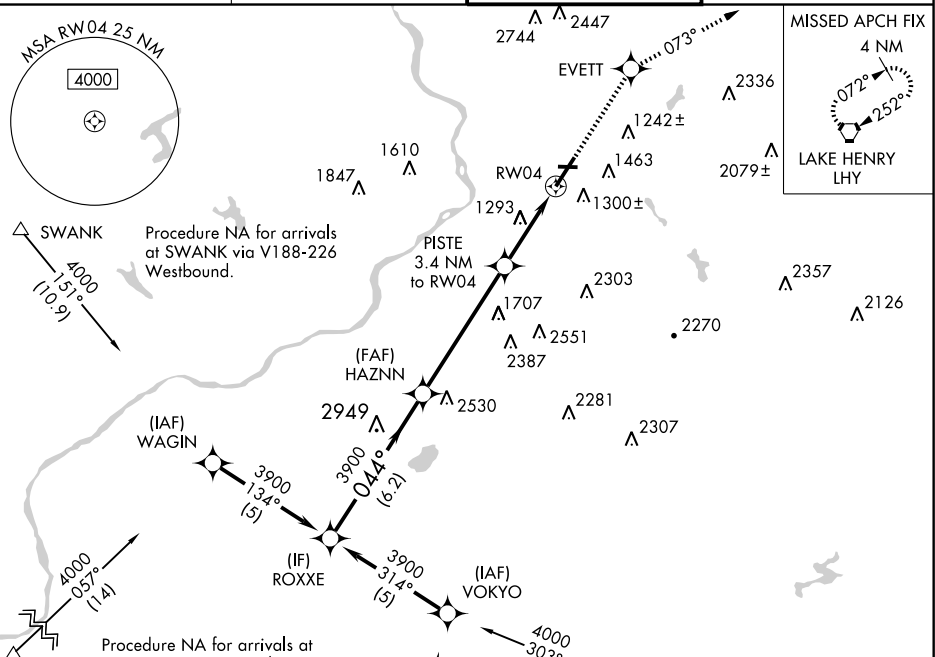
| | | | |
|----------------------|--|--|-------------------------|
| ATIS 111.6 | WILKES-BARRE APP CON 126.3 256.7 | WILKES-BARRE TOWER 120.1 257.8 | GND CON 121.9 |
|----------------------|--|--|-------------------------|



RNAV (GPS) RWY 4

WILKES-BARRE/SCRANTON INTL (AVP)

| | | | |
|---------------------------------|---|---|------------------------------------|
| <p>ATIS</p> <p>111.6</p> | <p>WILKES-BARRE APP CON</p> <p>126.3 256.7</p> | <p>WILKES-BARRE TOWER</p> <p>120.1 257.8</p> | <p>GND CON</p> <p>121.9</p> |
|---------------------------------|---|---|------------------------------------|

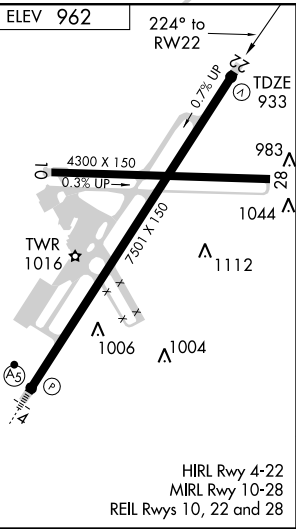
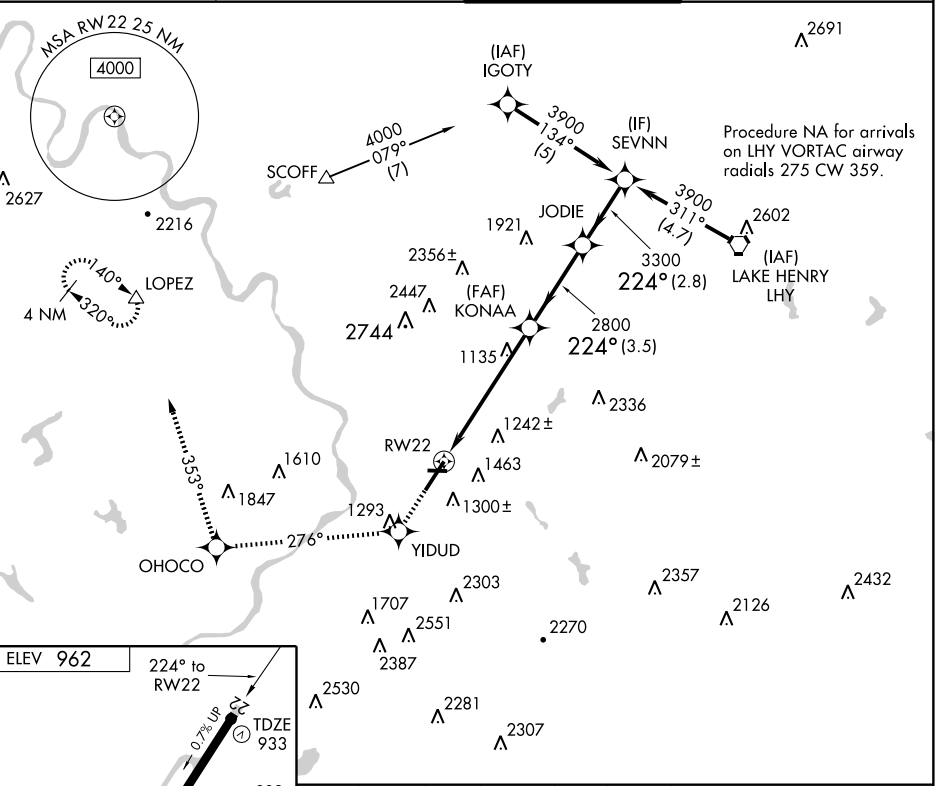


| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 69213 W22A | APP CRS 224° | Rwy Idg TDZE Apt Elev | 7501 933 962 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 22
WILKES-BARRE/SCRANTON INTL (AVP)

| | | |
|--|---------------------|---|
| | DME/DME RNP-0.3 NA. | MISSED APPROACH: Climb to 4000 direct YIDUD and via track 276° to OHOCO and via track 353° to LOPEZ and hold. |
|--|---------------------|---|

| | | | |
|----------------------|--|--|-------------------------|
| ATIS 111.6 | WILKES-BARRE APP CON 126.3 256.7 | WILKES-BARRE TOWER 120.1 257.8 | GND CON 121.9 |
|----------------------|--|--|-------------------------|



| | | | | | |
|-------------|-----------------------|--------------------------|-------------------------|---|-------------------|
| 4000 | YIDUD | OHOCO | LOPEZ | VGSI and RNAV glidepath not coincident. | SEVNN |
| | | | | | |
| *LNAV only. | *2.5 NM to RWY 22 | KONAA | JODIE | 3900 | Procedure Turn NA |
| | | | | | |
| 2.5 NM | 3.2 NM | 3.5 NM | 2.8 NM | GS 3.00° | TCH 51 |
| CATEGORY | A | B | C | D | |
| LPV DA | 1275-1¼ | 342 (400-1¼) | | | |
| LNAV MDA | 1720-1 787 (800-1) | 1720-1¼ 787 (800-1¼) | 1720-2¼ 787 (800-2¼) | 1720-2½ 787 (800-2½) | |
| CIRCLING | 1840-1 878 (900-1) | 1940-1½ 978 (1000-1½) | 1940-3 978 (1000-3) | 2240-3 1278 (1300-3) | |

NE-4: 22 OCT 2009 to 19 NOV 2009

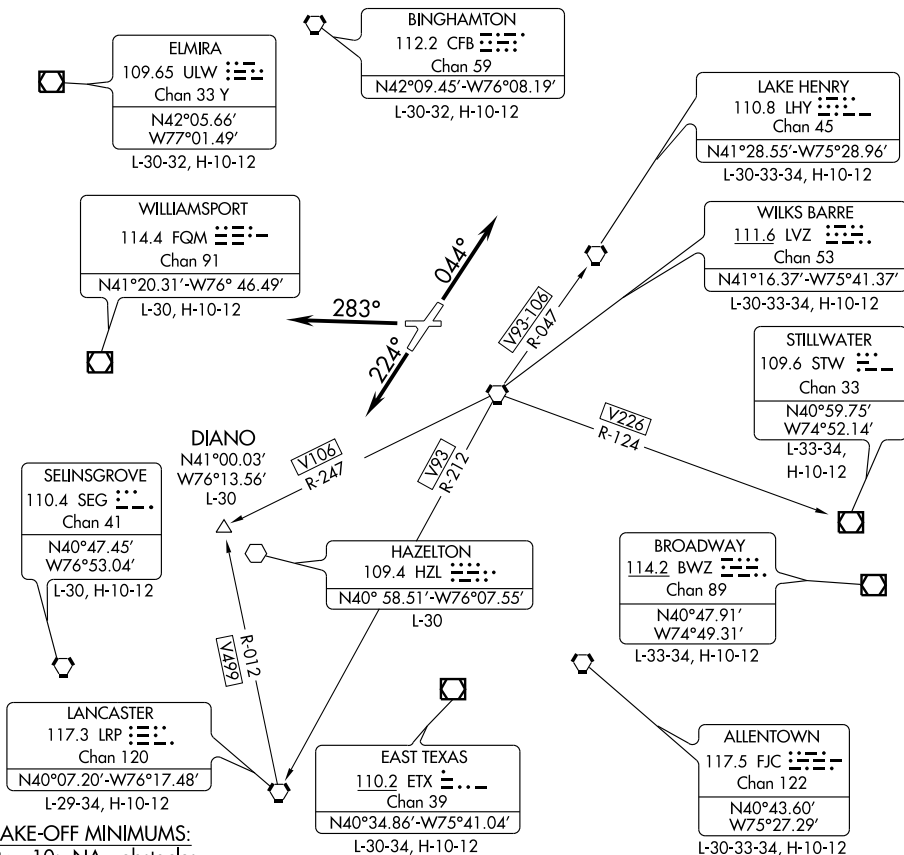
SCRANTON FOUR DEPARTURE

ATIS 111.6
GND CON
121.9
WILKES-BARRE TOWER
120.1 257.8
DEP CON
(N) 124.5 256.7
(S) 126.3 256.7

TAKE-OFF OBSTACLE:

Rwy 4: Tree 5852' from DER, 1646' left of centerline, 73' AGL/1064' MSL.
Tree 1.2 NM from DER, 172' right of centerline, 100' AGL/1119' MSL.
Rwy 22: Tree 1.4 NM from DER, 2577' left of centerline, 100' AGL/1279' MSL.
Tower 1.8 NM from DER, 2177' right of centerline, 352' AGL/1293' MSL.

NOTE: Chart not to scale.



TAKE-OFF MINIMUMS:

Rwy 10: NA - obstacles.

Rwy 4: STANDARD with minimum climb of 221' per NM to 2700', ATC climb of 400' per NM to 2700'.

Rwy 22: STANDARD with minimum climb of 283' per NM to 3600'.

Rwy 28: STANDARD with minimum climb of 263' per NM to 2100'.

NOTE: RADAR REQUIRED



DEPARTURE ROUTE DESCRIPTION

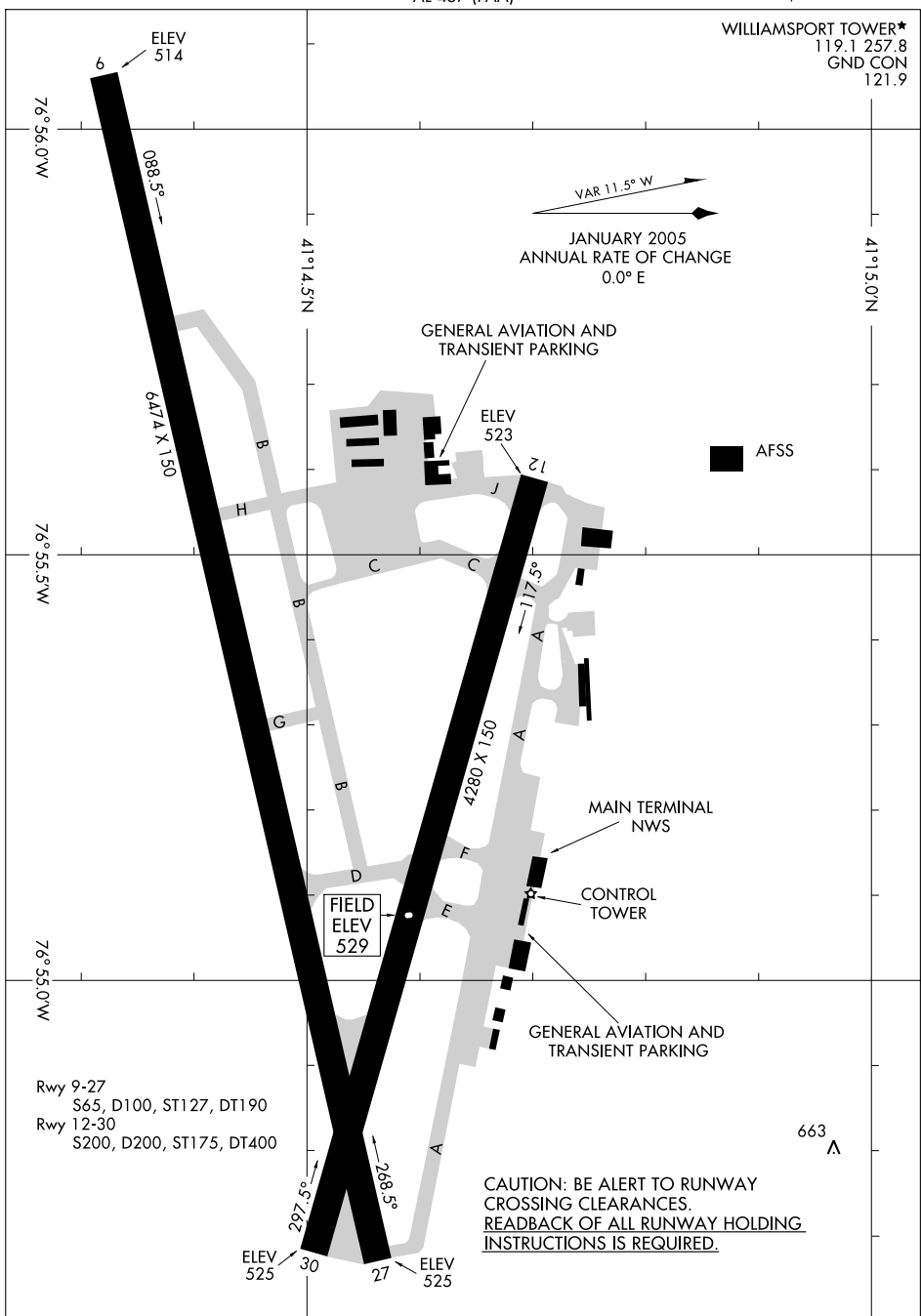
TAKE-OFF RUNWAY 4: Climb via heading 044° to 5000'. Thence. . .TAKE-OFF RUNWAY 22: Climb via heading 224° to 5000'. Thence. . .TAKE-OFF RUNWAY 28: Climb via heading 283° to 5000'. Thence. . .

. . . expect radar vectors to assigned route/fix and clearance to filed altitude/flight level ten minutes after departure.

AIRPORT DIAGRAM

AL-457 (FAA)

WILLIAMSPORT RGNL (IPT)
WILLIAMSPORT, PENNSYLVANIA



NE-4, 22 OCT 2009 to 19 NOV 2009

| | | |
|----------------------------------|------------------------|---|
| LOC I-IPT <u>110.1</u> | APP CRS 266° | Rwy Idg 6474 TDZE 527 Apt Elev 529 |
|----------------------------------|------------------------|---|

ILS RWY 27

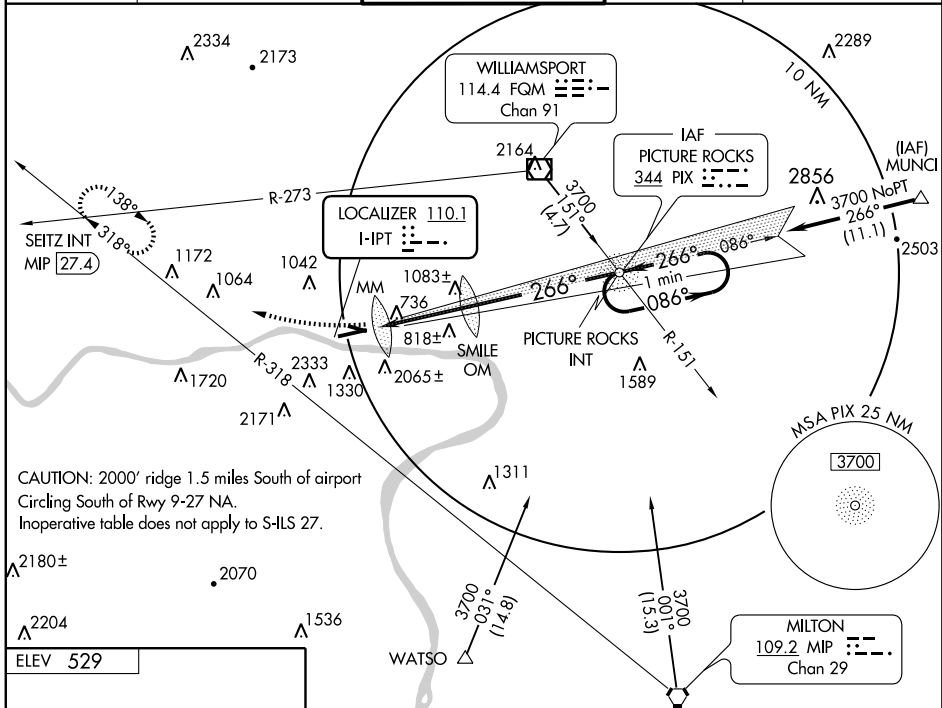
WILLIAMSPORT RGNL (IPT)

- T** S-ILS 27 all Cats visibility increase $\frac{1}{2}$ mile for inoperative ALS.
A S-LOC 27 Cat A visibility $1\frac{1}{4}$ mile for inoperative ALS. S-LOC 27 SMILE
 OM minimums Cat A visibility 1 mile, Cat B $1\frac{1}{4}$ mile for inoperative ALS.

MALSR
A5

MISSED APPROACH: Climbing right turn to 3700 via heading 290° and MIP R-318 to SEITZ Int/MIP 27.4 DME and hold.

| | | | | |
|-----------------|--------------------------|--|------------------|------------------------------|
| ASOS 125.225 | NEW YORK CENTER 124.9 | WILLIAMSPORT TOWER ★ 119.1 (CTAF) 0 257.8 | GND CON 121.9 | WILLIAMSPORT RADIO 122.65 |
|-----------------|--------------------------|--|------------------|------------------------------|



CAUTION: 2000' ridge 1.5 miles South of airport
Circling South of Rwy 9-27 NA.
Inoperative table does not apply to S-ILS 27.

3700
HDG 290°

MIP R-318
109.2

SEITZ
INT

PICTURE ROCKS
NDB/INT

One Minute
Holding Pattern

3700

086°

266°

3647

SMILE OM

1809

266°

3700

GS 3.00°
TCH 66

1920*

*LOC only

0.6

3.2 NM

5.6 NM

| CATEGORY | A | B | C | D |
|----------|--------------------|----------------|---------|----------------|
| S-ILS 27 | 1022-1 495 (500-1) | | | |
| S-LOC 27 | 1920-1 | 1393 (1400-1) | 1920-2½ | 1393 (1400-2½) |
| CIRCLING | 1920-1¾ | 1391 (1400-1¾) | 1920-3 | 1391 (1400-3) |

SMILE OM MINIMUMS

| | | | | |
|----------|-------------------------|-------------------------|-----------------------|-------------------------|
| S-LOC 27 | 1340-1 | 813 (900-1) | 1340-2 813 (900-2) | 1340-2¼ 813 (900-2¼) |
| CIRCLING | 1340-1¾ 811 (900-1¾) | 1420-1¾ 891 (900-1¾) | 1480-3 951 (1000-3) | |

AIRPORT DIAGRAM

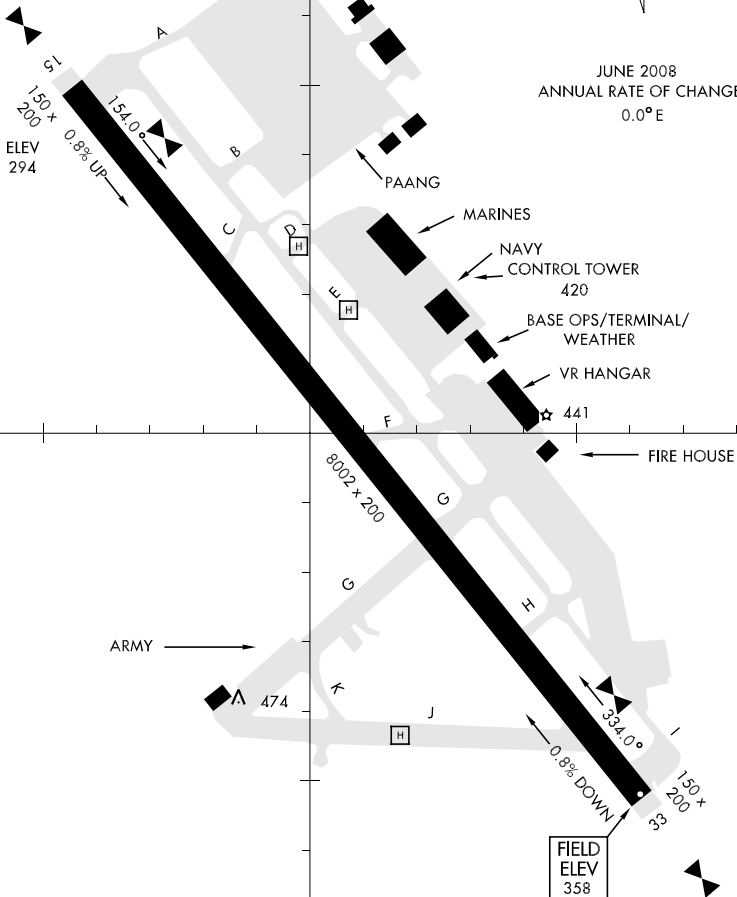
AFD-598 [USN]

WILLOW GROVE, PENNSYLVANIA

ATIS ★
275.6
WILLOW GROVE TOWER ★
119.6 340.2
GND CON/CLNC DEL
118.45 380.8



JUNE 2008
ANNUAL RATE OF CHANGE
0.0° E



40°12'N

ARMY →

RUNWAY WEIGHT BEARING CAPACITY
PCN 50 R/C/W/T

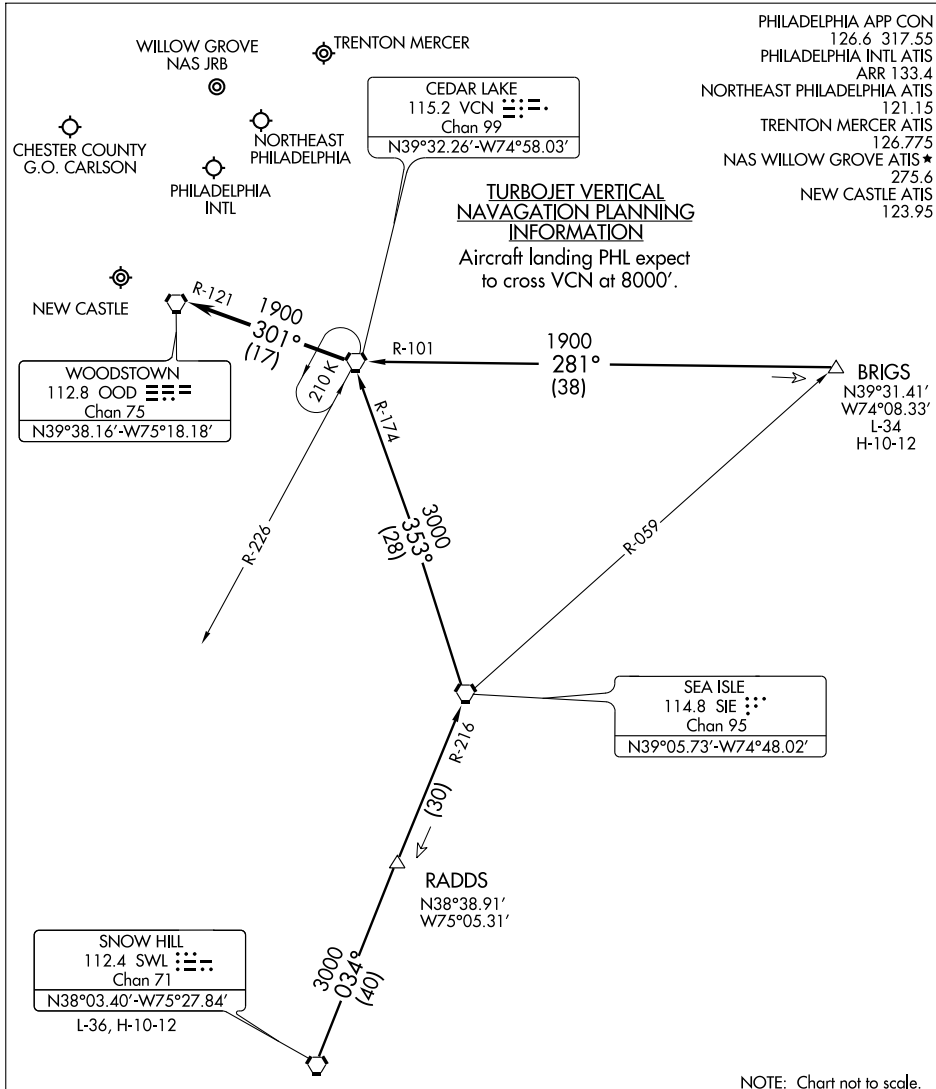
75°00'W

NE-4, 22 OCT 2009 to 19 NOV 2009

AIRPORT DIAGRAM

WILLOW GROVE, PENNSYLVANIA

PHILADELPHIA, PENNSYLVANIA



NOTE: Chart not to scale.

Non-Turbojets continue via the VCN R-301 and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

PHILADELPHIA, PENNSYLVANIA



| | | |
|-----------------------|-------------------------|---|
| NDB NXX 388 | APCH CRS 164° | Rwy ldg TDZE Arpt Elev 8002 324 358 |
|-----------------------|-------------------------|---|

AL-598 [USN]

WILLOW GROVE NAS JRB (KNXX)

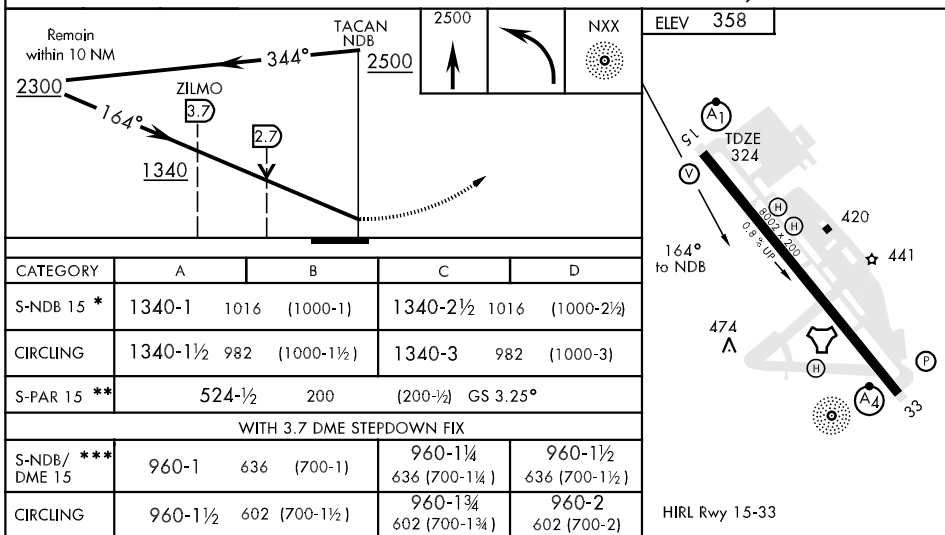
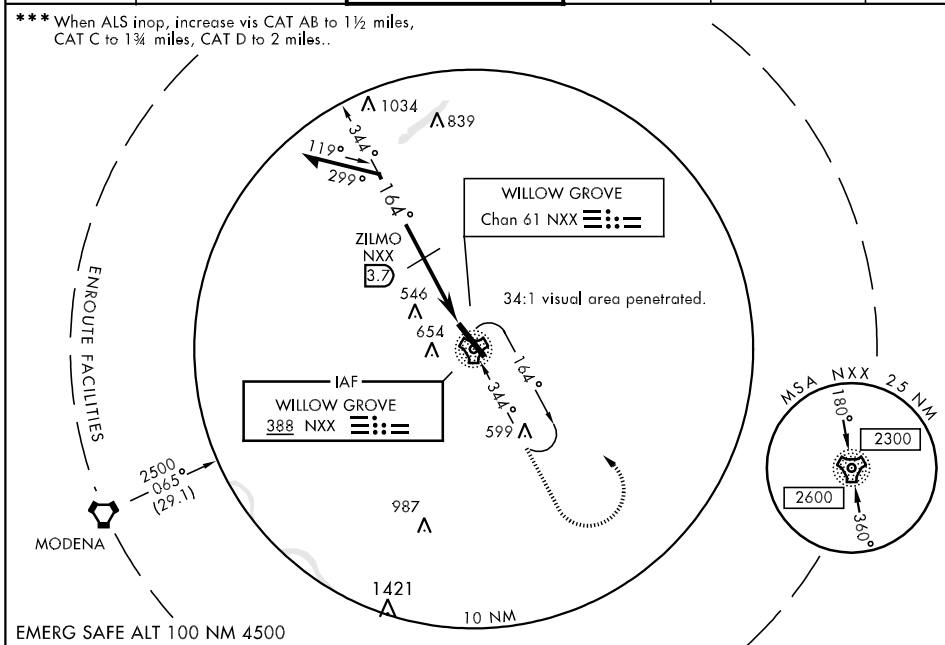
- ▼ * When ALS inop, increase vis CAT AB to 1½ miles,
CAT CD to 3 miles.
** When ALS inop, increase vis CAT ABCD to ¾ mile.



MISSED APPROACH: Climb to 2500, turn left
and return to NXX NDB and hold.

| | | | | | |
|------------------------|--|--|--------------------------------|---------------------------------|---------|
| ATIS ★ 275.6 | PHILADELPHIA APP CON 123.8 291.7 | WILLOW GROVE TOWER ★ 119.6 340.2 | GND CON 118.45 380.8 | CLNC DEL 118.45 380.8 | ASR/PAR |
|------------------------|--|--|--------------------------------|---------------------------------|---------|

*** When ALS inop, increase vis CAT AB to 1½ miles,
CAT C to 1¾ miles, CAT D to 2 miles..



| | | |
|----------|-----------|------|
| APCH CRS | Rwy Idg | 8002 |
| 154° | TDZE | 324 |
| | Arpt Elev | 358 |

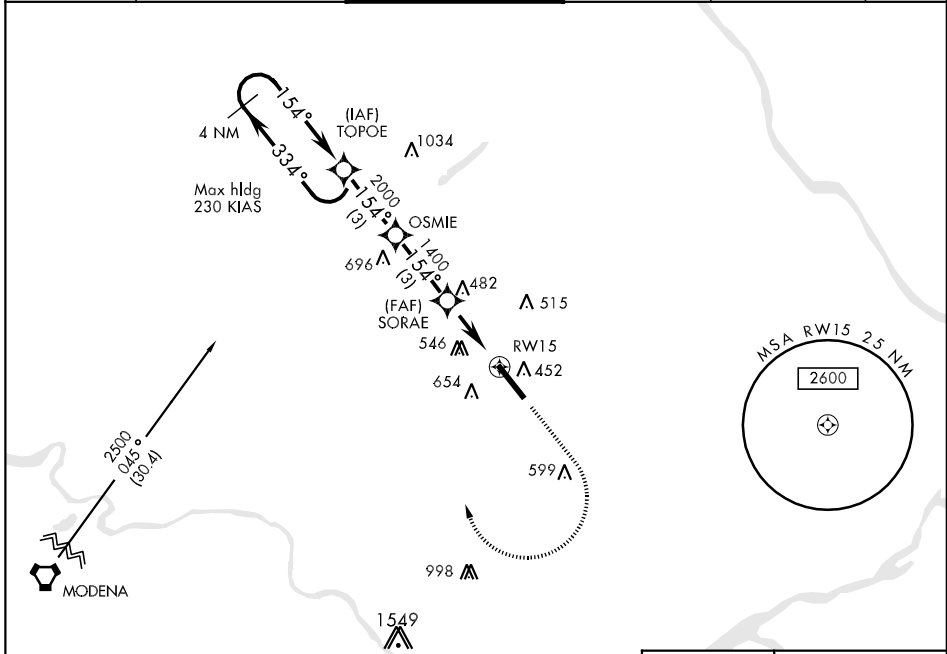
AL-598 [USN]

▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, CAT E vis to 1½ miles.
 ** When ALS inop, increase vis CAT ABCDE to ¾ mile.

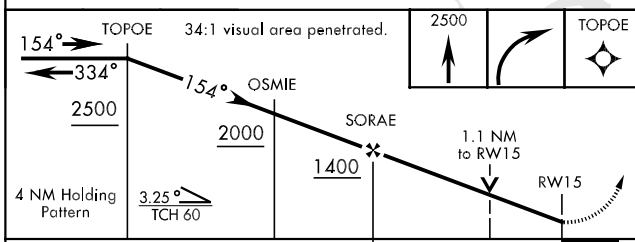


MISSED APPROACH: Climb to 2500 then turn right direct TOPOE and hold.

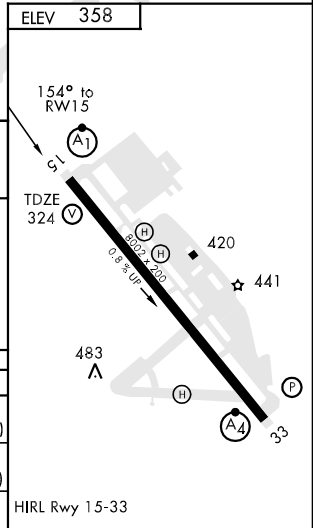
| | | | | | |
|--------|----------------------|----------------------|--------------|--------------|---------|
| ATIS ★ | PHILADELPHIA APP CON | WILLOW GROVE TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
| 275.6 | 123.8 291.7 | 119.6 340.2 | 118.45 380.8 | 118.45 380.8 | |



EMERG SAFE ALT 100 NM 4500



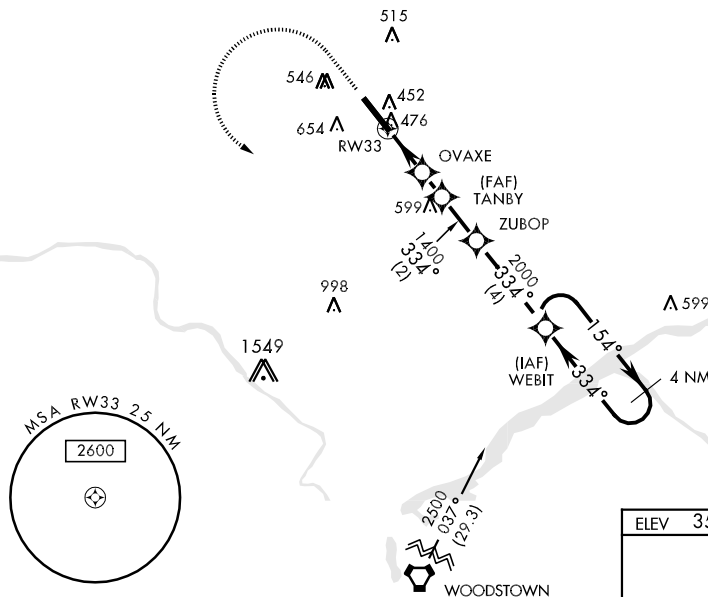
| CATEGORY | A | B | C | D | E |
|------------|----------------------|----------------------|------------------------|----------------------|------------------------|
| LNAY MDA* | 740-¾ | 416 | (500-¾) | 740-1 | 416 (500-1) |
| CIRCLING | 800-1 442 (500-1) | 960-1 602 (700-1) | 960-1¾ 602 (700-1¾) | 960-2 602 (700-2) | 960-2¼ 602 (700-2¼) |
| S-PAR 15** | 524-½ | 200 | (200-½) | GS 3.25° | |



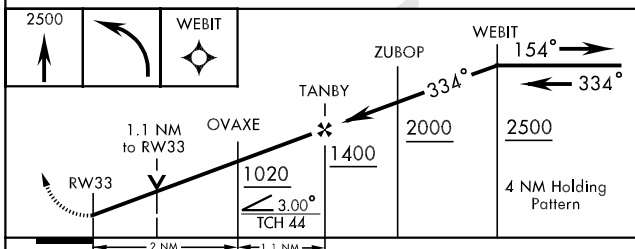
WILLOW GROVE NAS JRB (KNXX)

MISSED APPROACH: Climb to 2500 then turn left direct WEBIT and hold.

ASR/PAR

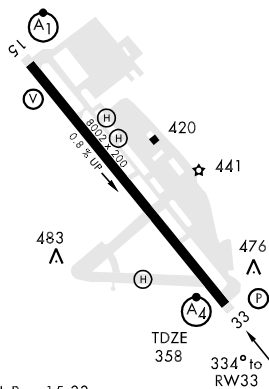


EMERG SAFE ALT 100 NM 4500



| CATEGORY | A | B | C | D | E |
|-------------|----------------------|---------------------------|---|---------------------------|--|
| LNNAV MDA * | 740- $\frac{3}{4}$ | 382 (400- $\frac{3}{4}$) | | 740-1 | 382 (400-1) |
| CIRCLING | 800-1 442 (500-1) | 960-1 602 (700-1) | 960-1 $\frac{3}{4}$ 602 (700-1 $\frac{3}{4}$) | 960-2 602 (700-2) | 960-2 $\frac{1}{4}$ 602(700-2 $\frac{1}{4}$) |
| S-PAR 15 ** | 558- $\frac{1}{2}$ | 200 (200- $\frac{1}{2}$) | 558- $\frac{3}{4}$ | 200 (200- $\frac{3}{4}$) | GS 3.0 ° |

ELEV 358



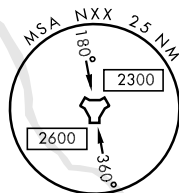
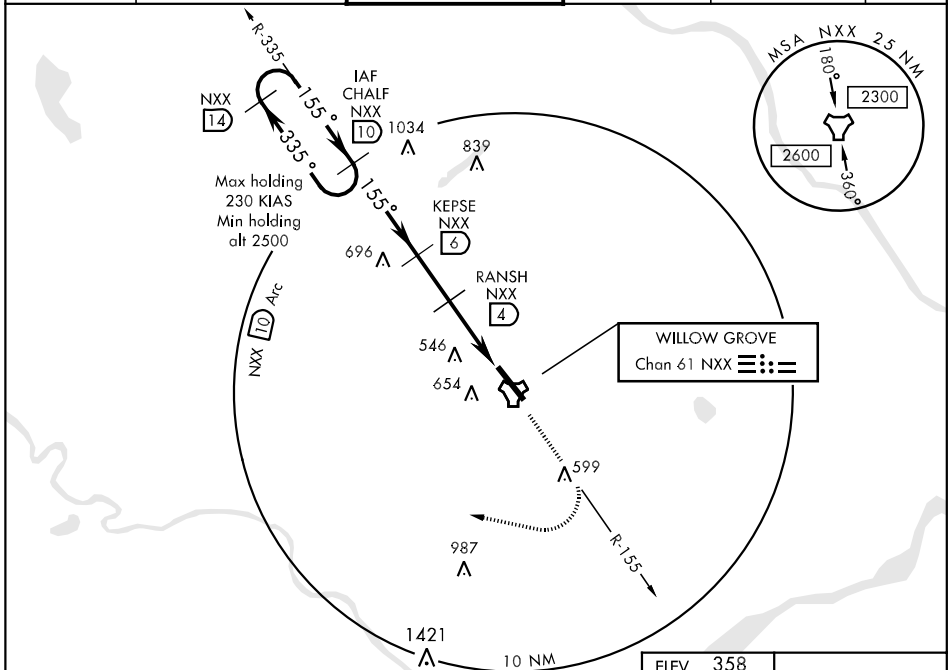
HIRI Rwy 15-33

WILLOW GROVE NAS JRB (KNXX)
MAY 19 08 56 PM '99

| | | | | |
|-----------------------------|-------------------------|---|--------------|-----------------------------|
| TACAN NXX Chan 61 | APCH CRS 155° | Rwy Idg TDZE Arprt Elev 8002 324 358 | AL-598 [USN] | WILLOW GROVE NAS JRB (KNXX) |
|-----------------------------|-------------------------|---|--------------|-----------------------------|

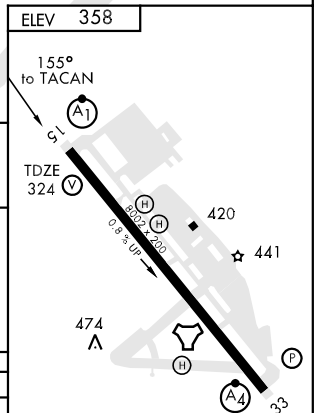
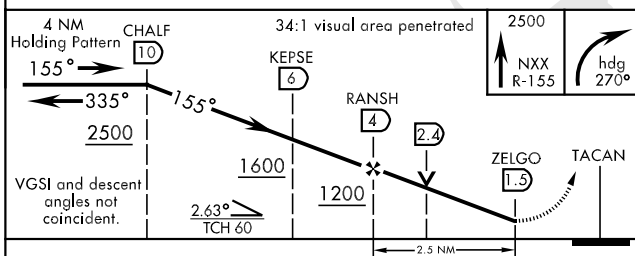
| | | |
|--|---------------|--|
| <p>▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.</p> <p>** When ALS inop, increase vis to ¾ mile.</p> | <p>ALSF-1</p> | <p>MISSED APPROACH: Climb to 2500 via NXX R-155. Then turn right heading 270° to join and arc W via NXX TACAN 10 mile arc to CHALF and hold.</p> |
|--|---------------|--|

| | | | | | |
|------------------------|--|--|--------------------------------|---------------------------------|---------|
| ATIS ★ 275.6 | PHILADELPHIA APP CON 123.8 291.7 | WILLOW GROVE TOWER ★ 119.6 340.2 | GND CON 118.45 380.8 | CLNC DEL 118.45 380.8 | ASR/PAR |
|------------------------|--|--|--------------------------------|---------------------------------|---------|



RADAR REQUIRED

EMERG SAFE ALT 100 NM 4500



| CATEGORY | A | B | C | D | E |
|-------------|----------------------|----------------------|------------------------|----------------------|------------------------|
| S-15 * | 800-¾ | 476 | (500-¾) | 800-1 476 (500-1) | 800-1¼ 476 (500-1¼) |
| CIRCLING | 800-1 442 (500-1) | 960-1 602 (700-1) | 960-1¾ 602 (700-1¾) | 960-2 602 (700-2) | 960-2¼ 602 (700-2¼) |
| S-PAR 15 ** | 524-½ | | 200 (200-½) | GS 3.25° | |

HIRL Rwy 15-33

| | | |
|-----------------------------|-------------------------|---|
| TACAN NXX Chan 61 | APCH CRS 328° | Rwy Idg TDZE Arpt Elev 8002 358 358 |
|-----------------------------|-------------------------|---|

AL-598 [USN]

WILLOW GROVE NAS JRB (KNXX)

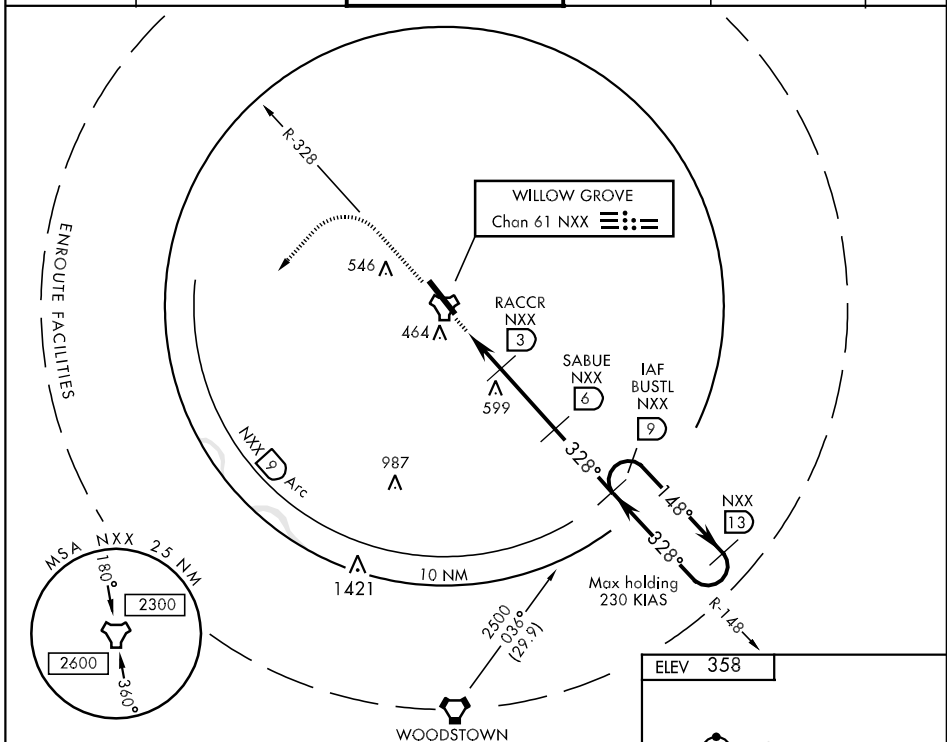
▼ * When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1 ¼ miles.

** When ALS inop, increase vis CAT AB to ¾ mile.

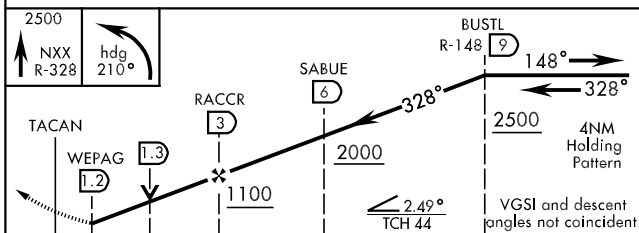


MISSED APPROACH: Climb to 2500 via NXX R-328. Then turn left heading 210° to join and arc SW via the NXX TACAN 9 mile arc to BUSTL and hold.

| | | | | | |
|------------------------|--|--|--------------------------------|---------------------------------|---------|
| ATIS ★ 275.6 | PHILADELPHIA APP CON 123.8 291.7 | WILLOW GROVE TOWER ★ 119.6 340.2 | GND CON 118.45 380.8 | CLNC DEL 118.45 380.8 | ASR/PAR |
|------------------------|--|--|--------------------------------|---------------------------------|---------|

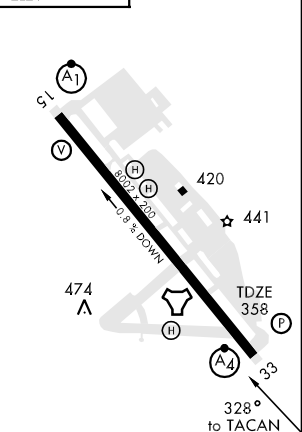


EMERG SAFE ALT 100 NM 4500



| CATEGORY | A | B | C | D | E |
|-------------|----------------------|----------------------|------------------------|----------------------|------------------------|
| S-33 * | 720-¾ | 362 | (400-¾) | 720-1 | 362 (400-1) |
| CIRCLING | 800-1 442 (500-1) | 960-1 602 (700-1) | 960-1¾ 602 (700-1¾) | 960-2 602 (700-2) | 960-2½ 602 (700-2½) |
| S-PAR 33 ** | 558-½ | 200 (200-½) | 558-¾ | 200 (200-¾) | GS 3.0° |

ELEV 358

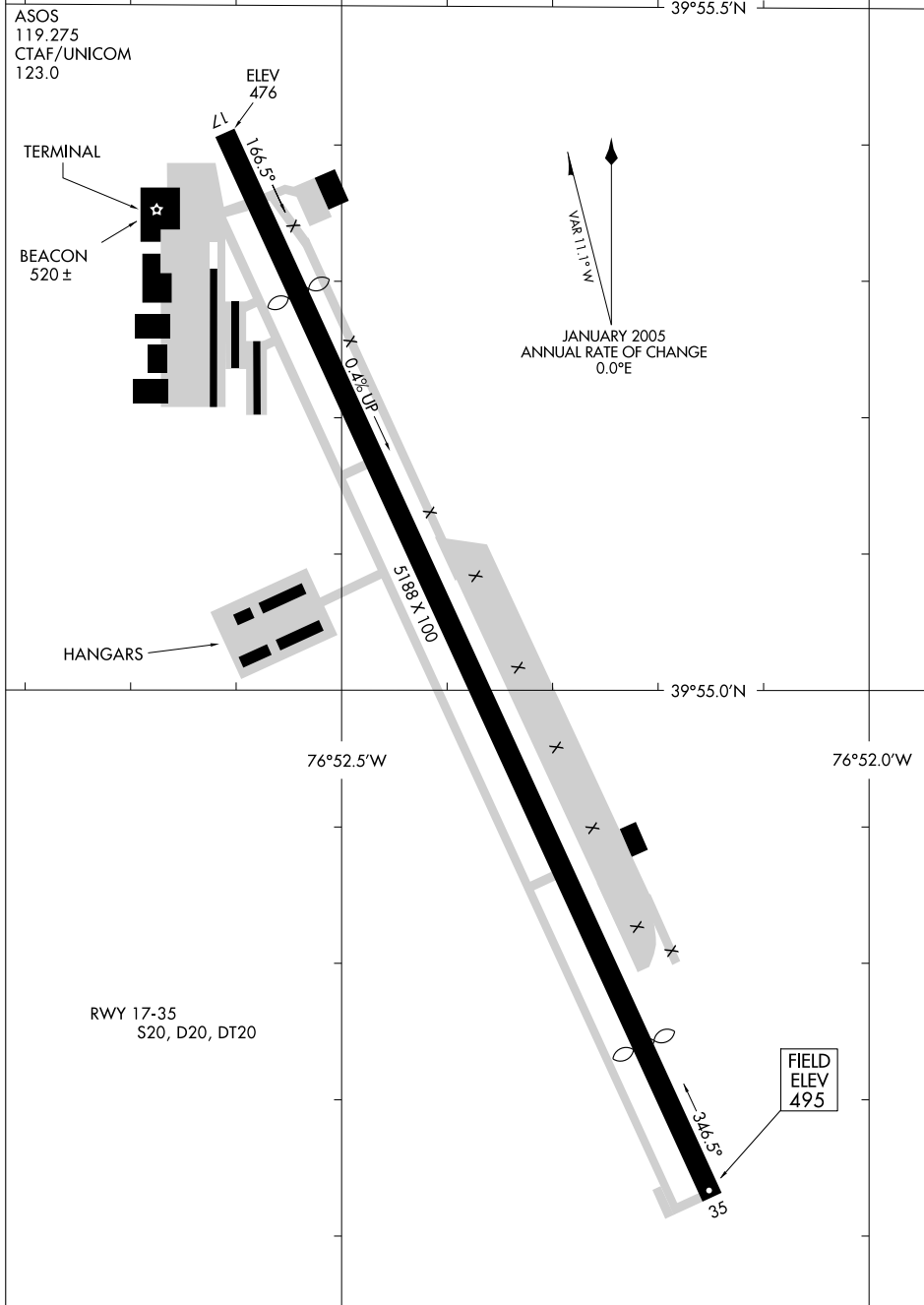


HURL Rwy 15-33

AIRPORT DIAGRAM

AL-5137 (FAA)

YORK (THV)
YORK, PENNSYLVANIA

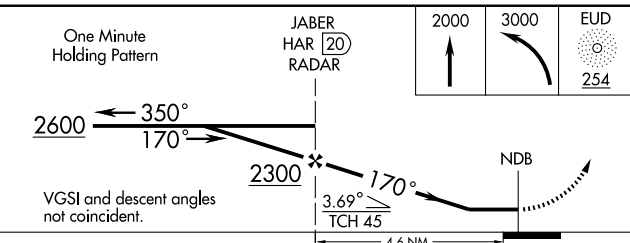
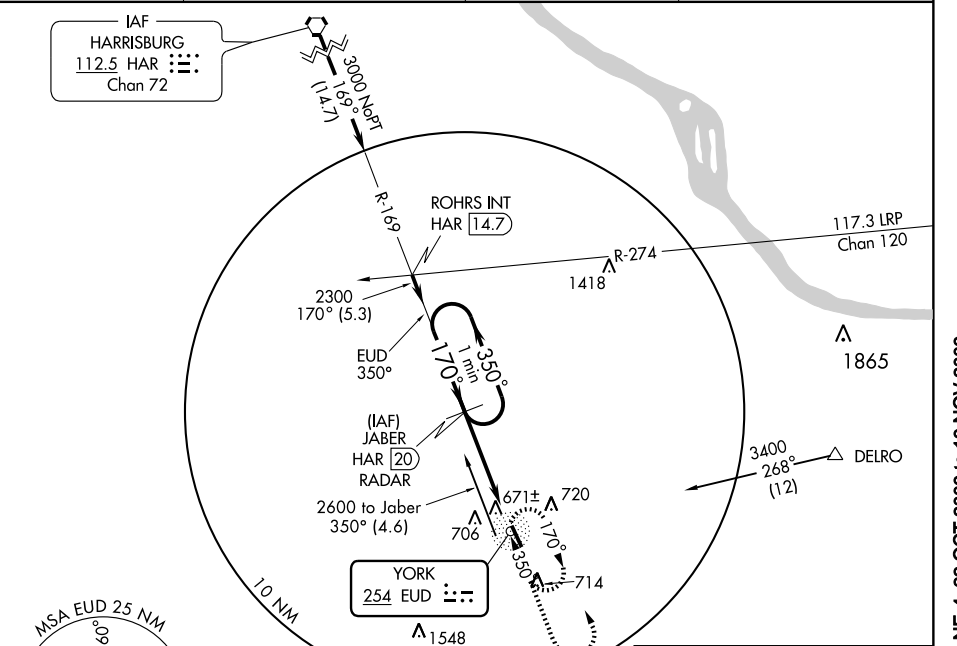


▼

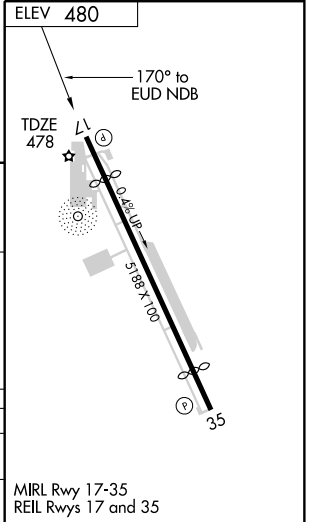
▲ NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct EUD NDB and hold.

| | | | |
|-----------------|-------------------------------------|--------------------|------------------------|
| ASOS 119.275 | HARRISBURG APP CON 124.1 273.525 | CLNC DEL 121.65 | UNICOM 123.0 (CTAF) |
|-----------------|-------------------------------------|--------------------|------------------------|



| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|-------------------------|-------------------------|
| S-17 | 1140-1 | 700 (700-1) | 1140-1¾ 662 (700-1¾) | 1140-2 662 (700-2) |
| CIRCLING | 1180-1 700 (700-1) | 1200-1 720 (800-1) | 1220-2 740 (800-2) | 1220-2¼ 740 (800-2¼) |



NE-4: 22 OCT 2009 to 19 NOV 2009

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4394 |
| 151° | TDZE | 478 |
| | Apt Elev | 495 |

RNAV (GPS) RWY 17
YORK (THV)

T DME/DME RNP-0.3 NA.
A Visibility reduction by helicopters NA.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet, increase LNAV and Circling Cat C and D visibility ¼ mile.

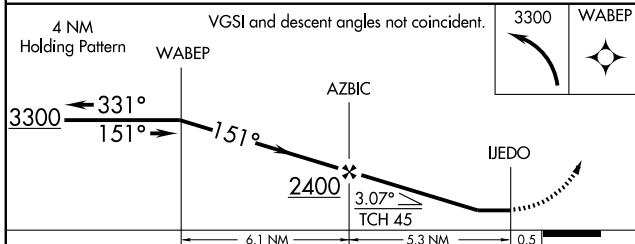
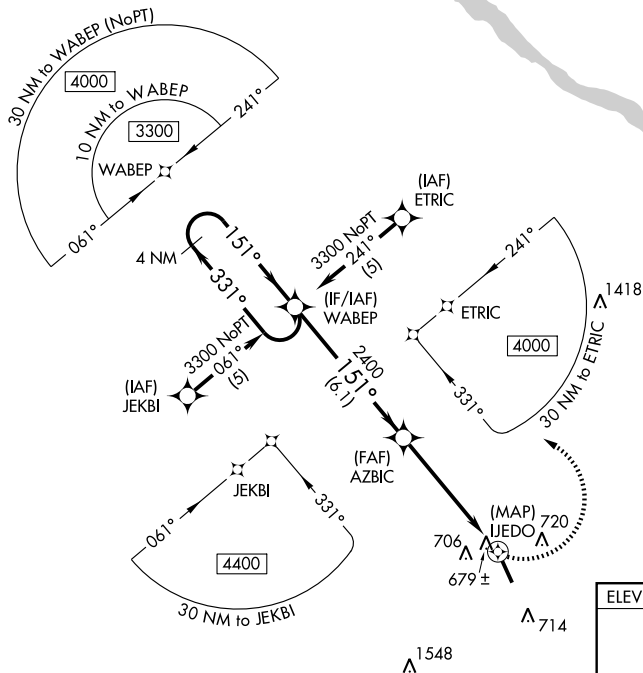
MISSED APPROACH: Climbing left turn to 3300 direct WABEP and hold.

ASOS
119,275

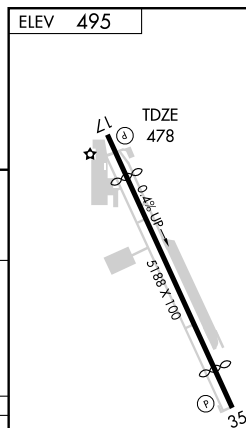
HARRISBURG APP CON
124.1 273.525

CLNC DEL
121.65

UNICOM
123.0 (CTAF)



| CATEGORY | A | B | C | D |
|-----------|-----------------------|-------------------------|------------------------|-------------------------|
| LNNAV MDA | 940-1 | 462 (500-1) | 940-1½ 462 (500-1¼) | 940-1½ 462 (500-1½) |
| CIRCLING | 1220-1 725 (800-1) | 1240-1¼ 745 (800-1¼) | 1260-2 765 (800-2¼) | 1260-2½ 765 (800-2½) |



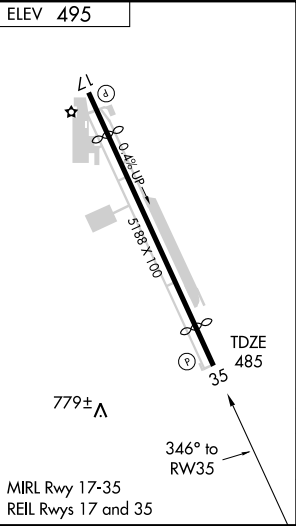
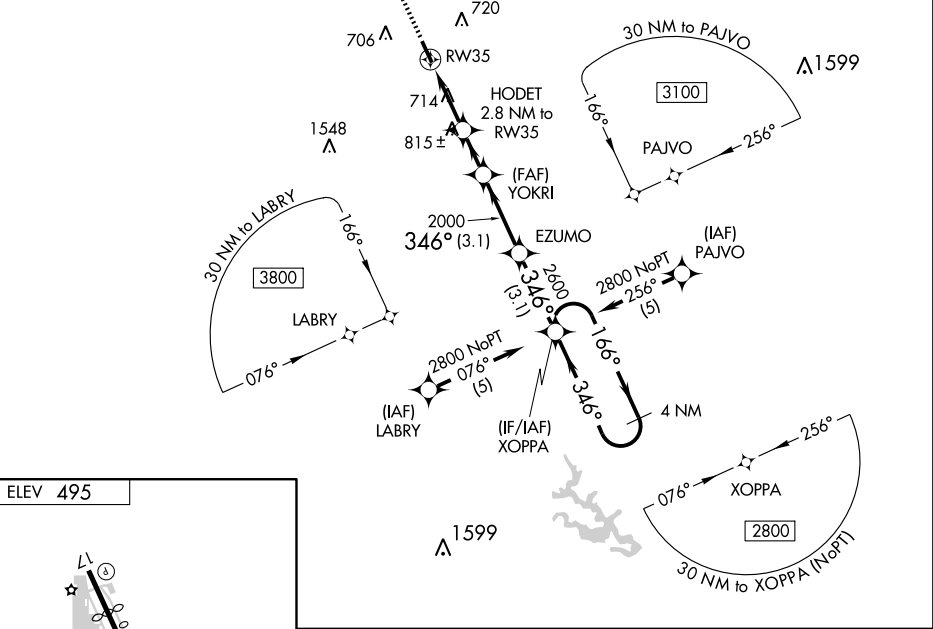
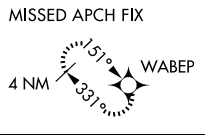
MIRL Rwy 17-35
REIL Rwy 17 and 35

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet, increase LNAV Cat C and D visibility ½ mile, Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3300 direct JIKEL and via track 327° to WABEP and hold.

| | | | |
|-----------------|-------------------------------------|--------------------|------------------------|
| ASOS 119.275 | HARRISBURG APP CON 124.1 273.525 | CLNC DEL 121.65 | UNICOM 123.0 (CTAF) |
|-----------------|-------------------------------------|--------------------|------------------------|



| | | | | | |
|----------|-----------------------|----------------------------|-------------------------|-------------------------|----------------------|
| | 3300 | JIKEL | TRK 327° | WABEP | |
| | | | | | 4 NM Holding Pattern |
| | | HODET 2.8 NM to RW35 | YOKRI | EZUMO | XOPPA |
| | | | ≤ 3.04° TCH 45° | 2600 | 2800 |
| | | RW35 | 1420 | 2000 | |
| | | 2.8 NM | 1.8 NM | 3.1 NM | 3.1 NM |
| CATEGORY | A | B | C | D | |
| LNAV MDA | 1080-1 | 595 (600-1) | 1080-1½ 595 (600-1½) | 1080-1¾ 595 (600-1¾) | |
| CIRCLING | 1220-1 725 (800-1) | 1240-1¼ 745 (800-1¼) | 1260-2¼ 765 (800-2¼) | 1260-2½ 765 (800-2½) | |

NE-4: 22 OCT 2009 to 19 NOV 2009

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 4382 |
| 174° | TDZE | 900 |
| | Apt Elev | 901 |

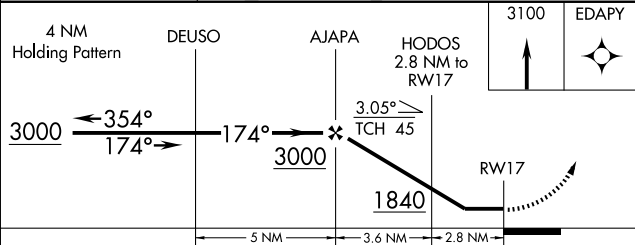
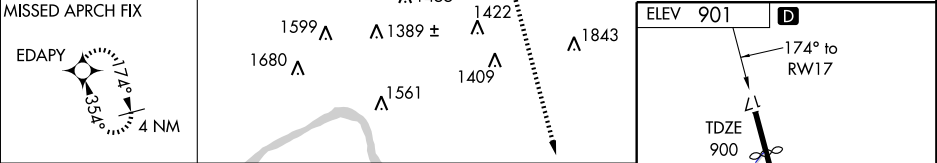
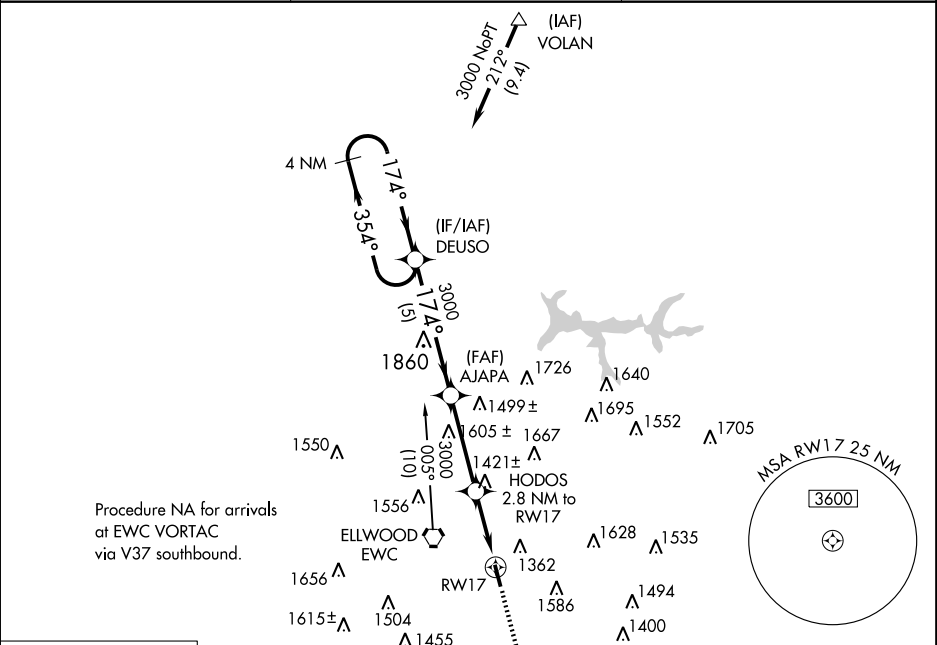
RNAV (GPS) RWY 17
ZELIENOPLE MUNI (PJC)

▼ DME/DME RNP-0.3 NA. Procedure NA at night.

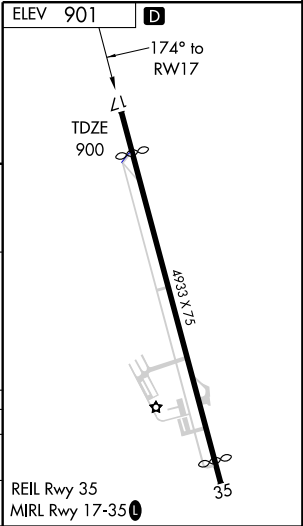
▲ When local altimeter setting not received, use Butler County/K W Scholter Field altimeter setting and increase all MDA 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct EDAPY and hold.

| | | |
|----------------|------------------------------------|---------------|
| ASOS 118.45 | PITTSBURGH APP CON 124.75 338.2 | CTAF 122.9 |
|----------------|------------------------------------|---------------|



| CATEGORY | A | B | C | D |
|----------|-----------------------|-------------------------|----|----|
| LNAV MDA | 1680-1 780 (800-1) | 1680-1¼ 780 (800-1¼) | NA | NA |
| CIRCLING | 1680-1 779 (800-1) | 1700-1¼ 799 (800-1¼) | NA | NA |



APP CRS
354°

Rwy Idg
TDZE
Apt Elev

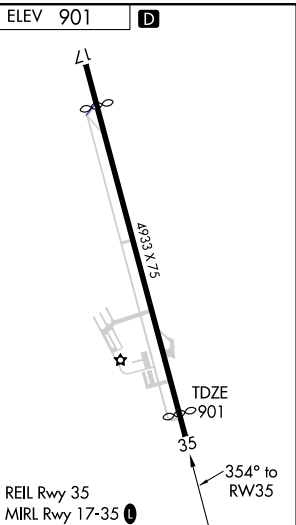
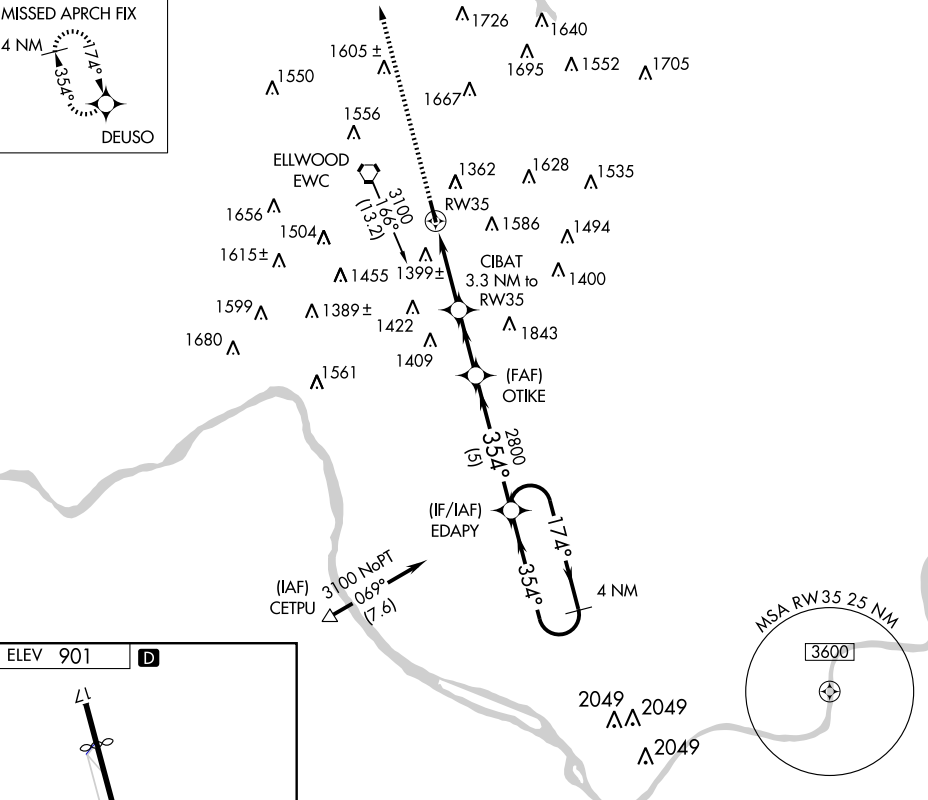
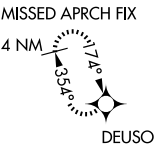
4352
901
901

▼ DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.

▲ When local altimeter setting not received, use Butler County/K W Scholer Field altimeter setting and increase all MDA 80 feet and LNAV Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct DEUSO and hold.

| | | |
|----------------|------------------------------------|---------------|
| ASOS 118.45 | PITTSBURGH APP CON 124.75 338.2 | CTAF 122.9 |
|----------------|------------------------------------|---------------|



3000

DEUSO

| CATEGORY | A | B | C | D |
|----------|-----------------------|-------------------------|----|---|
| LNAV MDA | 1640-1 | 739 (800-1) | NA | |
| CIRCLING | 1680-1 779 (800-1) | 1700-1¼ 799 (800-1¼) | NA | |

NE-4: 22 OCT 2009 to 19 NOV 2009